SEPTEMBER 28, 1946

Railway Age

Founded in 1856

Mainline Diesels Step Up Short Line Service

THE first short line in America to be powered by standard mainline Diesels is the 94-mile line between Goldsboro and Morehead City, N. C., on the Atlantic & Carolina Railway.

There, two General Motors freight Diesels are bringing the economies and advantages of high availability and low operating and maintenance costs to a strategic transportation link, in a rich agricultural and busy industrial area.

In addition to being well suited to the type of operation required by "The Tobacco Belt Line," these Diesels are interchangeable for freight or passenger service. They do their own switching at stops — they sustain faster schedules and reduce any need for extra standby service by making more efficient use of existing track.

VETERANS IN PERFORMANCE

GENERAL MOTORS LOCOMOTIVES

YOUTHFUL IN STAMINA

ELECTRO-MOTIVE DIVISION

GENERAL MOTORS • LA GRANGE, ILL.

IMPROVED HIPOWERS
IMPROVE TRACK
— cushioning and absorbing shocks and stresses; equalizing bolt tensions; protecting rail ends and joint bars.
Their tremendous reserve power gives greater safety at less cost.
It is for these sound reasons that so many roads specify Improved Hipowers.
THE NATIONAL LOCK WASHER COMPANY, NEWARK, 5, N. J., U. S. A.
A COMPLETE LINE OF RAILWAY SPRING WASHERS

To make more Steel the mills must get

MORE SCRAP

At many steel-producing centers furnaces are now shut down due to shortage of scrap. At steel plants everywhere scrap backlogs have shrunken to the vanishing point, with operations on a hand-to-mouth basis. The shortage of scrap is more than a barrier to any expansion of steelmaking. If it continues it will necessitate further curtailment of operations.

The remedy for this threat to continued high steel production lies to a very large extent in the hands of the largest producers of scrap—the steel consumers themselves.

That is why we urge that metal-working concerns, railroads, and other consumers of steel make a check-up of all iron and steel scrap now in their possession. That they gather up and ship immediately every available ton of it—and see that it moves rapidly toward a steel mill.

By doing this you will help to avert the danger of a scrap famine and to maintain, and even increase, the output of steel. In addition, you will be helping all steel consumers—and helping yourself. *More scrap for steel mills means more steel for you!*

BETHLEHEM STEEL COMPANY

General Offices: Bethlehem, Pa.

BETHLEHEM PACIFIC COAST STEEL CORPORATION

General Offices: San Francisco

★ BETHLEHEM STEEL ★

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Biggest "Seasonal"

l" Business in the World!

MOVING 60 MILLION TONS OF WHEAT EVERY YEAR

When the golden fields of wheat have suddenly burst into maturity the farmers and the American Railroads start one of the biggest "seasonal" jobs in the world.

It takes the moving of over a million car loads to transport our annual wheat crop. Perfect timing and organization accompany the assembly of all-possible thousands of box cars at wheat depots—ready to go into action!

It gives us great satisfaction that the railroads look to A.C.F. for dependable freight car equipment to move such a precious cargo—the great wheat crop!

AMERICAN CAR AND FOUNDRY COMPANY

NEW YORK
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ST. LOUIS
CLEVELAND
WASHINGTON
PHILADELPHIA
PITTSBURGH
SAN FRANCISCO

a.C.f.

CAR BUILDERS
TO AMERICA'S RAILROADS

Great Things Are Being Done In Railroading

says

R. R. Rider

(Number fourteen of a series)

Ever see one of those elaborate model railroads that some men have for hobbies? A friend of mine has one of them spread out all over his basement. When he sits in a corner in front of his push buttons—starting, stopping and switching trains by remote control he's as happy as a kid.

Your C.T.C. dispatcher on a real railroad does much the same thing, only he's not playing. Never heard of C.T.C.? Neither had I until a railroad signal man told me about it last week. C.T.C. means centralized traffic control, and it makes a mighty interesting story.

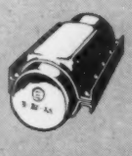
In my traveling, practically all the roads I see are multiple track, so I was surprised to learn that most of the mileage in this country is single track. In controlling traffic on both single and multiple track they usually use time tables and train orders. The dispatcher issues orders to distant agents and towermen who pass them on to train crews and set signals and switches. It's quite complicated and requires a lot of system and planning. But a C.T.C. system simplifies all that. The dispatcher works from a control board with a track diagram and little lights that move along and show where every train is all the time. He flips little levers that control signals and switches anywhere on the division. When he sees a couple of trains about to meet he moves one of them to a siding while the other passes. Sometimes if the side track is long enough, neither train has to stop.

It's easy to see how you can handle a lot more traffic on C.T.C. track. By knowing where trains are all the time you can keep them moving faster and with less spacing. Long waits on sidings are avoided. They say it's almost like having another track; cheaper, too.

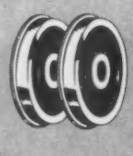
I hear there's quite a lot of C.T.C. mileage in operation now and more is being added fast. It certainly seems that the railroads are doing everything they can to give shippers and travelers better service.

Edgewater

Serving America's Railroads



RING SPRING DRAFT GEARS



ROLLED STEEL WHEELS

LOCOMOTIVE TIRES

EDGEWATER STEEL COMPANY · PITTSBURGH, PA.

Atlanta — Baltimore — Boston — Chicago — Cleveland — Kansas City — Louisville — New York
Philadelphia — St. Louis — St. Paul — San Francisco — Seattle — Washington, D. C.

YOU GET MORE PRODUCTS PER TON WITH N-A-X HIGH-TENSILE STEEL

★

The High Physical Properties of This Low-Alloy Steel Can Make Your Sheet Steel Go 33% Farther

★

Smaller Sections Provide the Saving

N-A-X HIGH-TENSILE steel has the strength, toughness, fatigue- and corrosion-resistance to permit reductions up to 25% in sectional thickness when it replaces carbon sheet steels. These outstanding properties mean durability in your finished part or product. And they are translated into production increases up to 33%.

Good Formability Makes the Switch Feasible

N-A-X HIGH-TENSILE is exceptional among high-strength steels because of its unique combination of strength *and ductility*. It can be cold-formed to intricate shapes and deep-drawn to produce parts normally fabricated out of mild carbon steels. N-A-X HIGH-TENSILE has demonstrated its formability in scores of severe fabricating operations, and requires little or no change in die design or press capacity.

Three Tons Can Do the Work of Four

By designing sections to take advantage of the high physical properties of N-A-X HIGH-TENSILE, manufacturers can use less steel per unit, get more units per ton. How great this increase will be depends, of course, on the particular part or product. But it is entirely reasonable to expect that three tons of N-A-X HIGH-TENSILE can be made to produce as many units as four tons of carbon sheet steel.

NOW LET'S LOOK AT OVER-ALL COSTS

There is only one fair way to compare the price factor of N-A-X HIGH-TENSILE and carbon sheet steel, and that is on the basis of over-all costs. It is our conviction that N-A-X HIGH-TENSILE will "pay its own way" by increasing production per ton, and by making possible many economies in handling, fabricating and finishing. We are ready to work with you closely on your particular problem of using N-A-X HIGH-TENSILE to make a ton of steel go farther.

MAKE A TON OF SHEET STEEL GO FARTHER
Specify—
N-A-X
HIGH-TENSILE STEEL

GREAT LAKES STEEL
Corporation

N-A-X ALLOY DIVISION • DETROIT 18, MICHIGAN
UNIT OF NATIONAL STEEL CORPORATION

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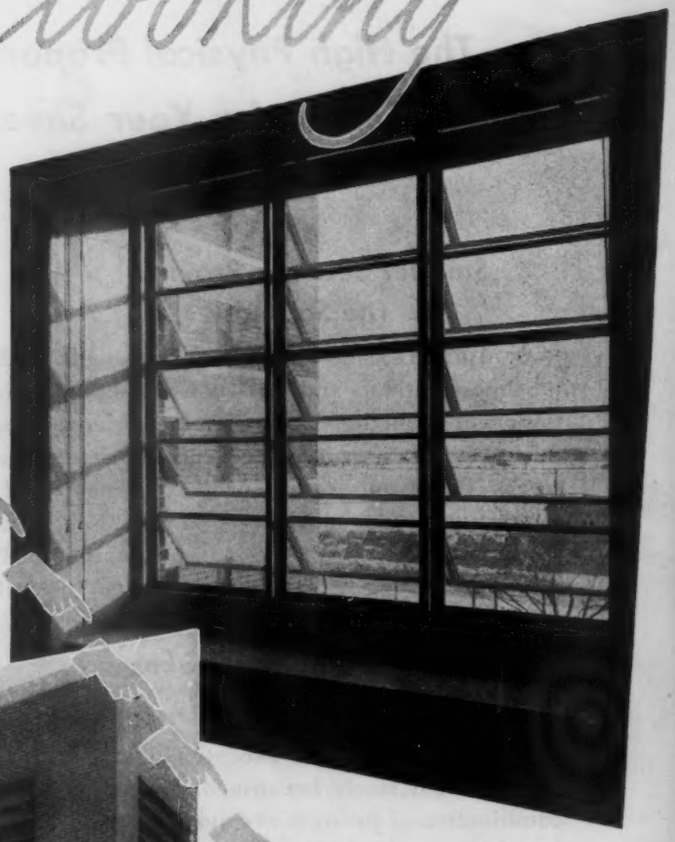
TRUSCON MAXIM-AIR WINDOWS FOR RAILWAY BUILDINGS

Good-looking



whether you're inside looking out . . .

This exclusive Truscon design will produce striking architectural effects in keeping with the modern emphasis on horizontal lines. In addition, the unique advantage of completely controlled ventilation to suit varying climatic conditions, and the outstanding advantage of positive insect screen protection at all times, offers functional superiority that is difficult to match in any other type of window.

or outside looking in!

Recognition of the above Truscon features is rapidly expanding the usage of the Maxim-Air design in many railway office and service buildings.

Write for full mechanical details of this efficient, good-looking Maxim-Air window.

TRUSCON STEEL COMPANY
Reg. U. S. Pat. Off.
YOUNGSTOWN 1, OHIO • Subsidiary of Republic Steel Corporation

Manufacturers of a Complete Line of Steel Windows and Mechanical Operators . . . Industrial Steel Doors . . . Steel Joists . . . Metal Lath . . . Complete Steel Buildings . . . Steeldeck Roofs . . . Reinforcing Steel . . . Radio Towers . . . Steel Boxes and Platforms . . . Foundry Flasks . . . Weltruss Crossings.

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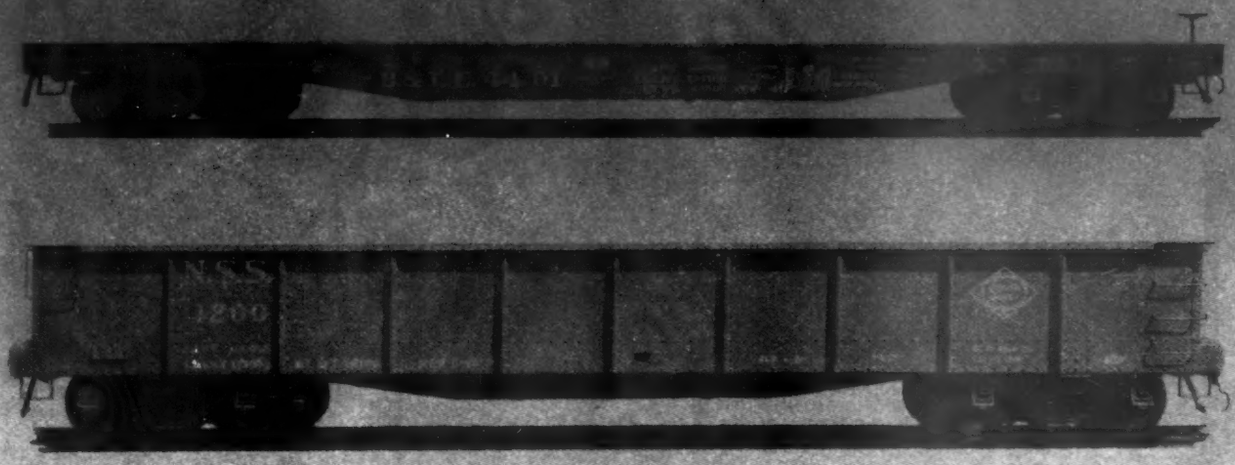
Magor



Designers and Manufacturers
of Freight Cars of All Types
Including Air Dump Cars

MAGOR CAR CORPORATION

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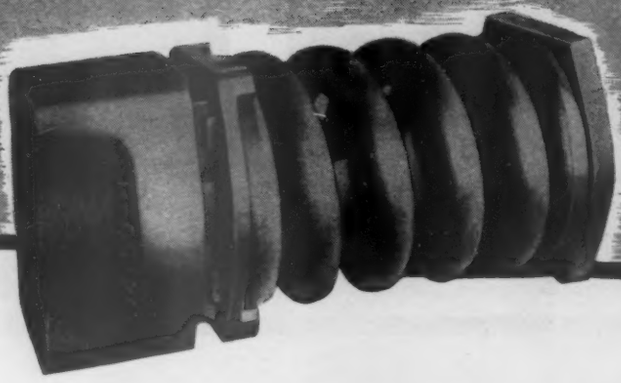
"NATIONAL" DRAFT GEARS

can stand up and take it

National M-17-A Draft Gear
A. A. R. Approved



National M-50-8 Draft Gear
A. A. R. Approved

That's because they're made of fine Naco Cast Steel, with simple construction and relatively few parts. Every part is specially treated in accordance with the job it has to do. The result is draft gears that provide maximum protection to cars and lading —with the strength and sturdiness to insure long life in service. For your rebuilding or new freight car programs—specify "National" Draft Gears.

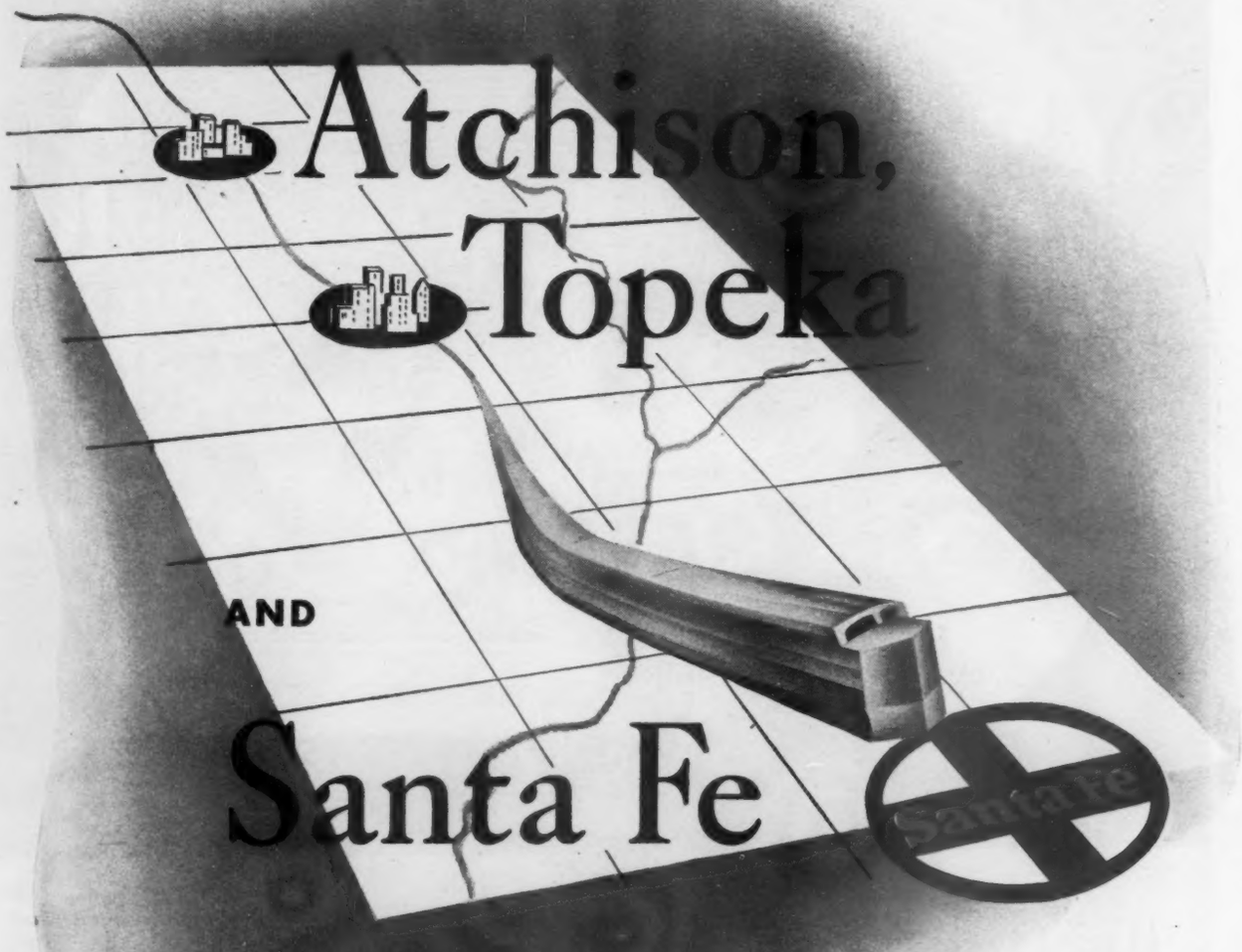
EST. N M&S Co 1886

NATIONAL

MALLEABLE and STEEL CASTINGS COMPANY
CLEVELAND, OHIO

Sales Offices: Cleveland, Chicago, New York, Philadelphia, Richmond, San Francisco, St. Louis.
Works: Cleveland, Chicago, Indianapolis, Melrose Park, Ill., Sharon, Pa.

"AN INTERCHEMICAL FINISH"* RIDES ON THE . . .



Inside the shiny Budd-built stainless steel lounge and dining cars of the Atchison, Topeka & Santa Fe's crack streamliners, Chief and Super Chief, riders relax in an attractive, colorful, homelike atmosphere provided by comfortable seats and an interior whose brightness and cheerful coloring is enhanced and preserved by "An Interchemical Finish".

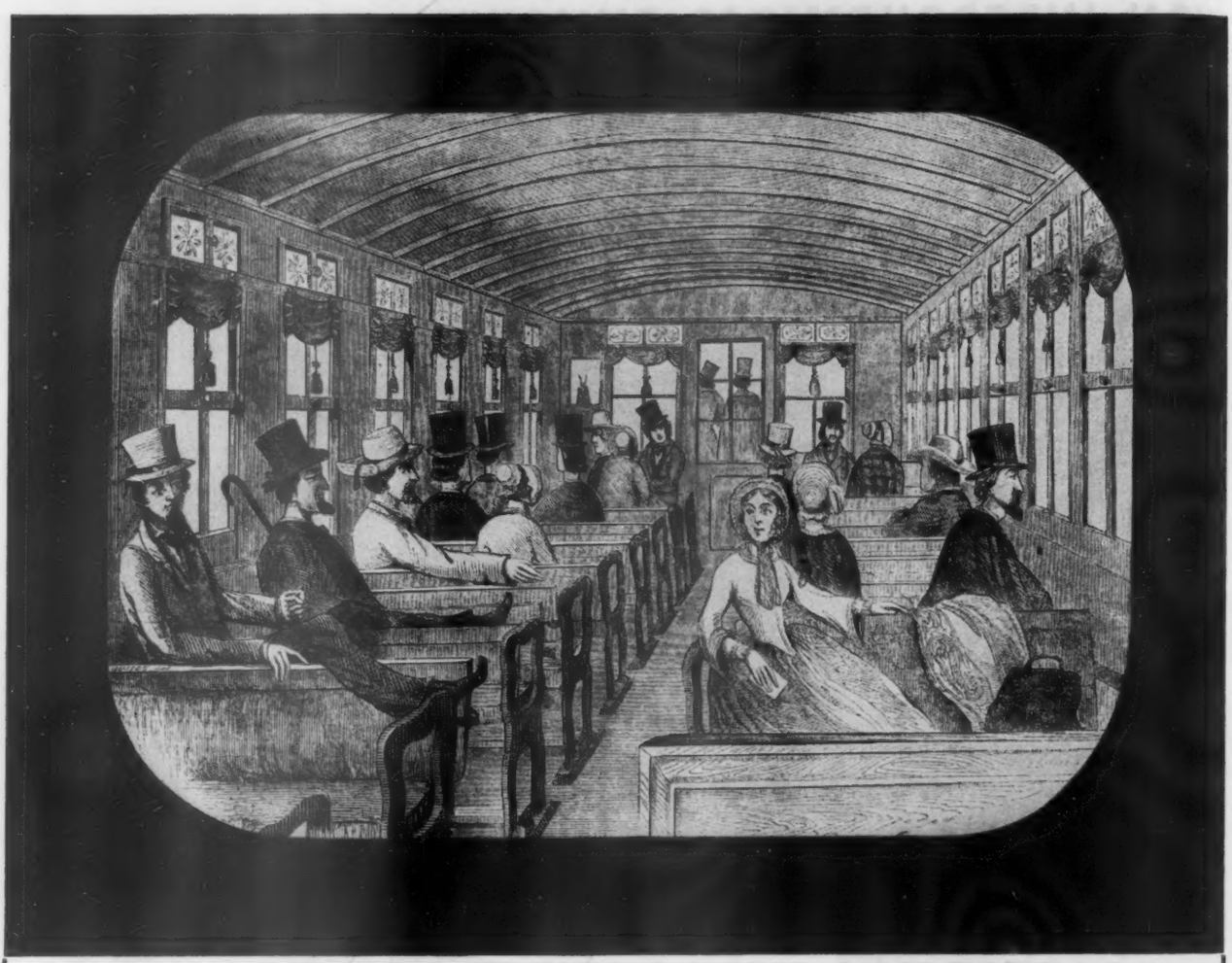
Interchemical's decorative and protective finishes, because of their qualities of permanence, light fastness, dependability, economy and ease of application, have long been used by both the Atchison, Topeka & Santa Fe and the Budd Co. for the initial finishing job and for refinishing rolling stock. Streamliners now being built for the Seaboard Air Line, and the Florida East Coast Railroad by the Budd Co. will also be decorated and protected by "An Interchemical Finish".

Interchemical's technicians are working constantly with leading railroads and traction companies in developing suitable, durable, attractive finishes for their vehicles. Interchemical is the only manufacturer who offers a line of more than 100 individual colors from which transportation companies can choose color schemes which can be matched at any future date as new vehicles are added to their fleets. Before you decide on the finishes for your new rolling stock be sure and call in an Interchemical transportation finish expert, so that you too can benefit from Interchemical's experience in the application of railroad finishes.

If you're interested in product finishes, you'll be interested in our new booklet "A Film is Born." Send for your copy today. Write Interchemical Corporation, Finishes Division, Dept. RA-9, Empire State Building, 350 Fifth Avenue, New York 1, New York.

*Made by the Interchemical Corporation Finishes Division, a result of the recent consolidation of the business of Ault & Wiborg Division of Interchemical Corporation and that of the Murphy Varnish Company.

Interchemical Finishes



From an early American print
—"Interior of a Railway Car"

BEFORE THE *STREAMLINERS...*

Safety Company engineering and manufacturing skills have been directed for 60 years toward improvement of railroad equipment; seeking out ways and means for increasing the comfort factor in travel, and improving efficiency in operation. Added to this manufacturing experience is the practical knowledge of operating conditions and performance standards, gained in maintenance of Safety Company equipment on many of the nation's leading railroads ... assurance that you get the best when you *"STANDARDIZE WITH SAFETY."*

SAFETY COMPANY PRODUCTS INCLUDE: Complete Air Conditioning Equipment; Bag Racks; Fans; Genemotors; Generators; Lighting Fixtures; Motor Alternators; Regulators; Switchboards.

THE SAFETY CAR HEATING AND LIGHTING COMPANY INC.

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SAVES TIME and MONEY

In use on many major railroads, Bendix V.H.F. Radio has proved that instantaneous communication with moving trains speeds mainline operations—and that two-way speaking contact between conductor, engineer, wayside operator, and others means faster freight service.

With Bendix V.H.F. Radio, time is saved in entering or leaving sidings, clearing slow-order tracks, rescheduling of meets and passes . . . savings in routine operations that mean time and money to any railroad. For further information, write: Railroad Radio Sales, Bendix Radio Division, Bendix Aviation Corporation, Baltimore 4, Maryland.

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PRODUCT OF Bendix AVIATION CORPORATION

Pay dirt... from your roadbed. With the McWilliams "Mole" Ballast Cleaner you don't have to prospect for proper roadbed maintenance. You can stake your claim on a "Mole" and be sure that you have the most economical and efficient method of cleaning cinders and dirt from your track ballast—a necessitv in these days of fast schedules and heavy loads. The McWilliams "Mole" is available in intertrack and border models. Write today for complete information.

RAILWAY MAINTENANCE CORP.

PITTSBURGH 30, PENNSYLVANIA

FIRST THE "1500"...
NOW THE NEW "2000"

8 REASONS WHY THE "2000" CAN INCREASE YOUR EARNING POWER

1. Style—to attract new revenue
2. Speed—to improve schedules
3. Unequalled power per pound of weight
4. Shortest total wheelbase
5. Availability plus
6. Flexibility—to permit maximum utilization
7. Rock-bottom operating cost
8. Minimum maintenance

AMERICAN LOCOMOTIVE and GENERAL ELECTRIC

MORE PASSENGER-MILES

IN LESS TIME AT LESS COST

This great new 2000-hp Alco G.E. diesel-electric is the answer to your demand for motive power that packs real earning power.

Its flashing speed and clean-cut, streamlined appearance will help you attract new revenue. With the "2000", you can improve service to passengers, and with this great locomotive you can improve the merchandising of this service.

Its low operating cost and high availability will enable you to turn more of your passenger revenue into net operating profit.

***More Passenger-miles** in Less Time, at Less Cost*

The "2000" is the lightest of all comparable rated diesel-electric cab units and one of the shortest—it weighs but 304,500 pounds fully loaded, and measures only 65 feet, 8 inches between couplers. This higher ratio of horsepower to weight and length adds extra payload to your trains. It also permits the highest utilization of the locomotive's availability by accurate "tailoring" of locomotive capacity to load requirements.

*More Passenger-miles **In Less Time,** at Less Cost*

With optional gearing to meet your operating requirements, this great streamliner will highball at speeds up to 120 mph, clip running time from schedules. Best of all, the electric drive delivers this speed so smoothly that life of rail, roadbed, and motive-power equipment is prolonged.

*More Passenger-miles in Less Time, **At Less Cost***

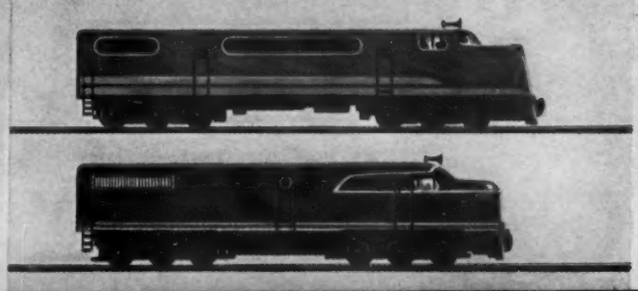
Exceptional economy of operation and high availability are built into the "2000". The use of experienced-proved feature in combination with new war-tested developments results in low cost of fuel, lubrication, and maintenance. The "2000" is built to operate 1,000,000 miles before major overhaul. The completely practical design minimizes the time required for routine inspection and servicing, and makes possible high day-to-day availability. The sturdy construction is your assurance that these operating and maintenance economies will continue year after year—long after the locomotive has paid for itself.

THE NEW ALCO-G.E. "2000"

Built **TO INCREASE RAILROAD EARNING POWER**

Alco GE

AMERICAN LOCOMOTIVE a



150 pounds per horsepower—lightest of all 2000-hp diesel-electrics, the Alco-G.E. "2000" hauls less dead load, more payload.

Room to work—plenty of aisle space and overhead room make inspection and servicing easy and fast.

49-ft., 8-in. total wheelbase—With room to spare, this compact, "2000" will fit station platforms, turntables, and shop facilities better than any previous model. The resulting faster turn-arounds mean more time in revenue service.

VE and GENERAL ELECTRIC

113-175-9580

20 Money-Making Features

You'll Want to Ask Your Alco-or G-E Representative About Them

1. Single power plant delivers 2000 hp for traction
2. V-type, 16-cylinder, 4-cycle engine design
3. Constant-pressure turbosupercharger
4. Service-proved traction motors
5. Specially designed, high-speed generator with amplidyne excitation
6. Gear-driven auxiliary generators and amplidyne exciter
7. Electro-hydraulic governing system with precise load control
8. Compact, modern control devices
9. "Clean-cut" operator's cab with unequalled visibility—streamlined enclosures, controls located for ease of operation and maintenance
10. Large-scale instruments, illuminated with ultraviolet "black" light
11. High-capacity, fully automatic engine cooling system will operate satisfactorily at 110 degrees F, ambient, at 8000 feet altitude
12. Single radiator fan driven through eddy-current clutch; automatic control, fully modulated speed
13. 100% filtered air for engine room
14. Motor-driven radial blowers for traction motors
15. Compact, high-capacity train heating boiler
16. High-capacity air compressor
17. "Packaged" units of equipment permit quick "change-out", save time
18. Designed for ready installation of smooth, powerful dynamic braking
19. All-welded, high-strength steel chassis—completely insulated operator's cab
20. Smooth riding, sturdy, 3-axle, cast steel trucks—40-in. wheels

Alco

GE

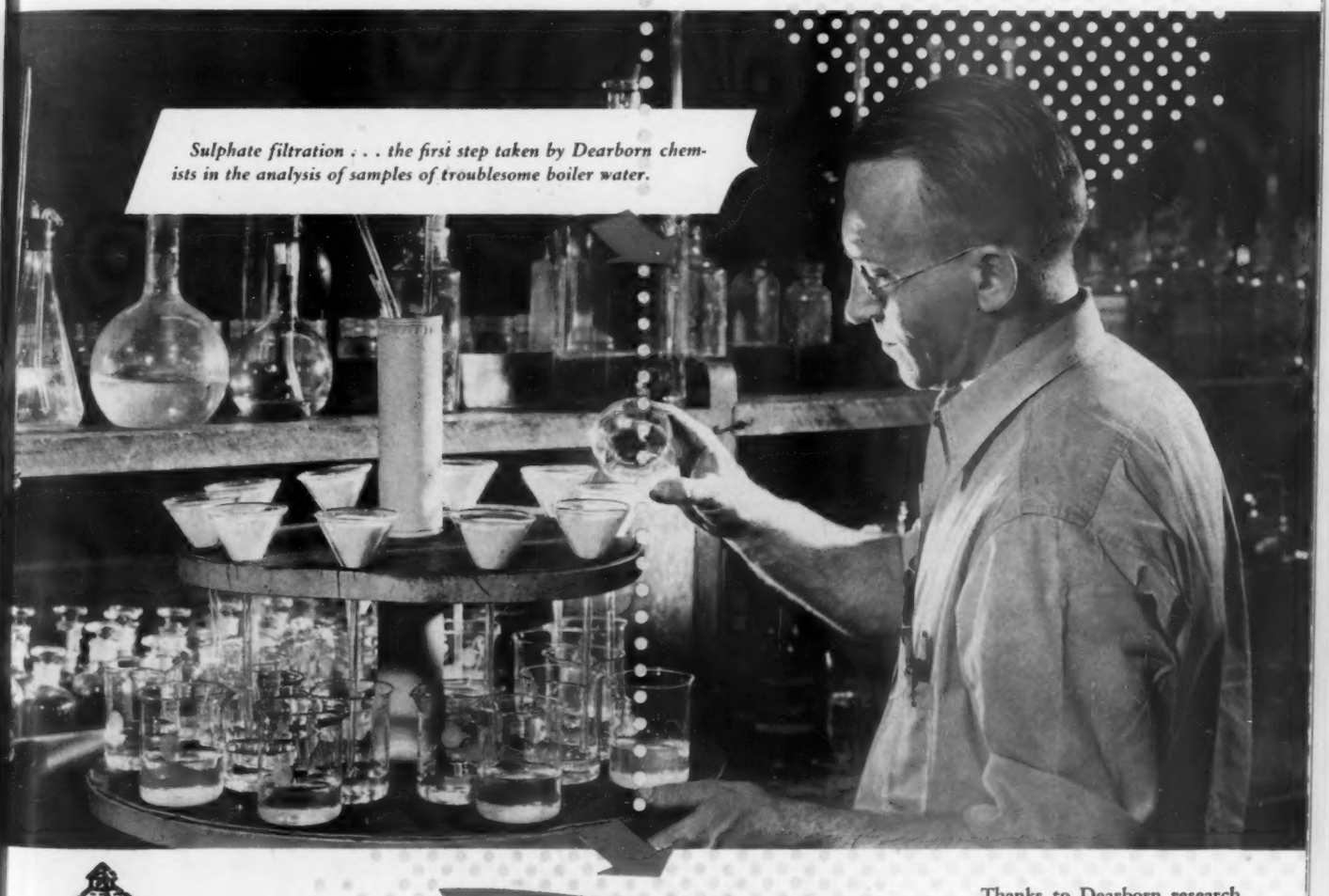
Built TO INCREASE RAILROAD EARNING POWER

AMERICAN LOCOMOTIVE and GENERAL ELECTRIC

2 heads are better than One...

WHEN SOLVING LOCOMOTIVE BOILER WATER PROBLEMS

"a railroad in my territory wants a single combination treatment to eliminate both Scale and Foam"



Sulphate filtration . . . the first step taken by Dearborn chemists in the analysis of samples of troublesome boiler water.

Dearborn
TRADE MARK REGISTERED

"THE LEADER FOR OVER HALF A CENTURY"
ENGINEERING SERVICE AND WATER TREATMENT

Dearborn Chemical Company
310 S. Michigan Ave., Chicago 4 — 807-15 Mateo St., Los Angeles
205 E. 42nd St., New York — 2454 Dundas St., West, Toronto

Thanks to Dearborn research, *one combination* of corrective chemicals *can* neutralize scale and foaming tendencies in boiler water.

New Dearborn treatment formulas include both anti-scale and the amine-type Anti-Foam. Both can be proportioned through existing equipment.

Ask about this combination treatment . . . today.

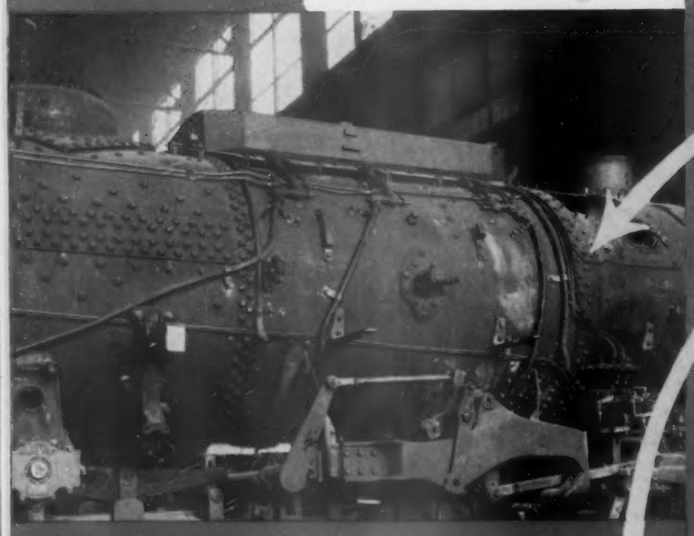
2 opportunities to protect your equipment against rust . . when BUILDING . . when REPAIRING

NO-OX-ID

IN SEVERAL FORMULAS IS MADE-TO-ORDER FOR RAILROADS . . .

Dearborn NO-OX-ID coatings, specially formulated for railroad use, assure complete corrosion protection for every type of equipment.

Applied to new cars . . . or cars going through shop . . . NO-OX-ID seals out all moisture and oxygen; inhibits underfilm corrosion. No other protective measures are necessary. That's why railroads specify NO-OX-ID to stop loss of metal; add years to the life of equipment.



FOR LOCOMOTIVES

Among the locomotive parts for which NO-OX-ID protective formulas have been developed are steel cabs; boiler surfaces before lagging is applied; water tank surfaces, finished parts. NO-OX-ID Filler Red C and A Special guard these vulnerable spots.

(Photo: Courtesy Amer. Locomotive Company)

FOR TENDERS

This tender under construction (below, left) gets NO-OX-ID applications to keep rust from gaining a foothold. Special formulas protect all riveted joints and laps, water tank surfaces, coal space, and top of the underframe.

(Photo: Courtesy Baldwin Locomotive Works)

FOR STEEL CARS

A challenge to NO-OX-ID's protective powers . . . the steel cab, riveted joints and laps of the framework; all bright parts. The Dearborn Laboratories come up with the proper answer for sure protection . . . NO-OX-ID Filler Red C, Gloss Filler and A Special.

(Photo: Courtesy Amer. Car & Foundry Co.)

NO'OX'ID IRON RUST

REG. TRADEMARK AUG. 27, 1918

The ORIGINAL RUST PREVENTIVE

Dearborn Chemical Company

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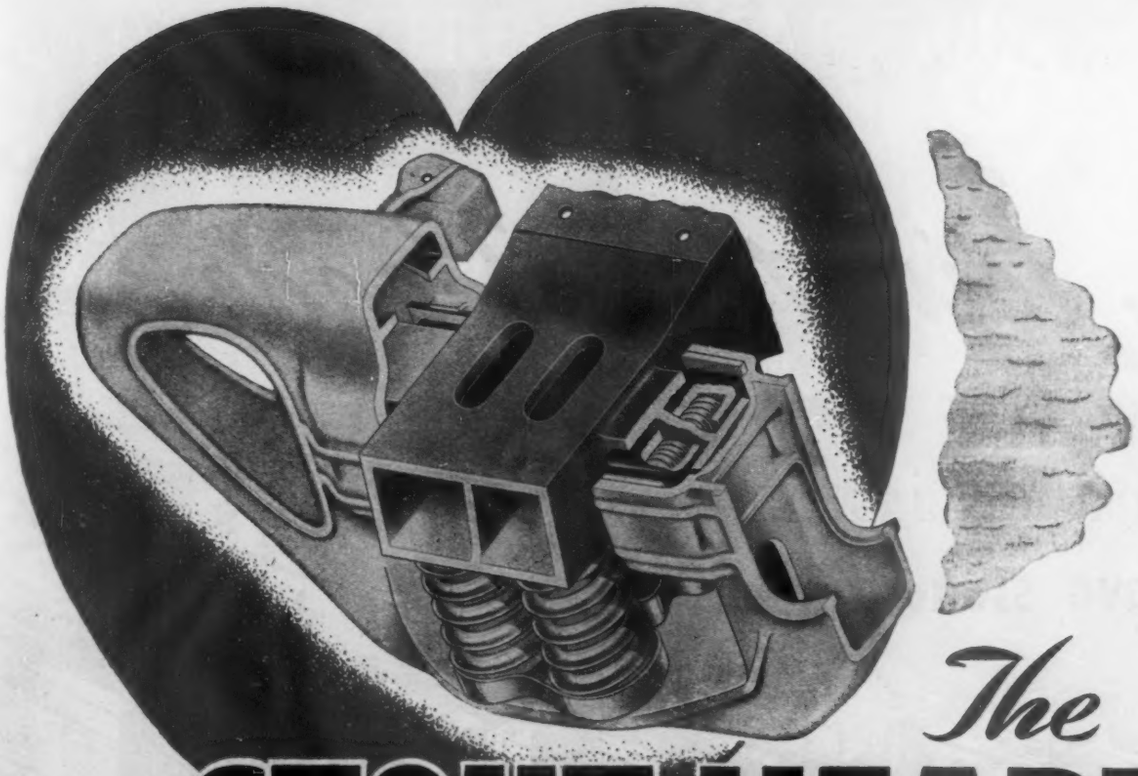

The STOUT HEART

of the New SCULLIN L-V TRUCK

LATERAL-VERTICAL CUSHIONED MOTION

—one simple device cushions and controls both lateral and vertical motion

Simple, trouble-free design based on time-tested railroad principles—no costly, hard-to-maintain attachments.

- This unique arrangement of built-in lateral springs functions between side frame and bolster. It provides controlled, resilient cushioning of lateral motion and actuates snubbing elements which cushion and control vertical motion.
- The resilient contact between side frame and bolster maintains constant controlled alignment—eliminates lateral impacts—reduces lateral journal stresses.
- Designed to make higher speeds really safe for lading, cars and roadbed.

For complete details and engineering data write:

ARMY NAVY

SCULLIN STEEL CO

SAINT LOUIS 10, MISSOURI

STEEL CASTING MANUFACTURERS SINCE 1899

NEW YORK • CHICAGO • PHILADELPHIA • CLEVELAND • ST. PAUL • BALTIMORE • RICHMOND, VA. • MEXICO CITY, D. F.

Join the Parade

Forged from quality carbon steel, oil quenched at the correct temperature, our hangers are uniform both in strength and in resistance to wear. We are equipped to meet your varied hanger requirements. Specify Schaefer.

Schaefer

SCHAEFER EQUIPMENT COMPANY • • • KOPPERS BLDG. PITTSBURGH, PA.

ORDINARY FREIGHT CAR TRUCKS RIDE EASILY... *AT MODERN SPEEDS*

when equipped with A·S·F *Ride-Control* PACKAGE

The "package" way is the *easy* way to modernize existing equipment. Long spring travel. Constant friction control. Shipped as a unit. Installed as a unit. Takes the place of a complete A.A.R. coil spring group. Ask your A.S.F. representative for *all* the facts. Get ready today to use *yesterday's* trucks tomorrow.

AMES IRON STEEL FOUNDRIES

MINT-MARK OF FINE CAST STEEL

THE CURTAIN RISES

ON A NEW AGE OF PASSENGER SERVICE AND EQUIPMENT

7th PASSENGER PROGRESS ANNUAL

November 16 Railway Age Will Present Panorama of Modern Railway Passenger Service

IN its November 16 issue, *Railway Age* will publish its annual round-up of news and information on railway passenger transportation, just at the flood-tide of activity when passenger equipment construction is at its height and interest is focused on the subject.

The November 16 *Railway Age*—the Passenger Progress Number—will describe the new epoch of railway passenger service and equipment as it is now gradually taking shape in the shops of railway equipment manufacturers and on the nation's rail lines. Passenger train cars and motive power, trains and cars on order, sales and service, terminal operations and many other factors relating to passenger service will be analyzed and discussed.

As a summation of what already has been achieved and of what is now "in the works", as well as a forecast of future trends, the November 16 *Railway Age* will assume the status of an "annual report" on the railway passenger situation. Crammed with features that will attract unusual interest, it is sure to be kept and often referred to as a ready-reference volume by top railway executives throughout the nation.

Extra distribution to interline ticket agents will place vital information on railway passenger service and trains in the hands of this important group and provide an advertising medium through which the railroads can reach a strategically-placed source of business, thus benefiting everyone interested in promoting travel by rail.

Since the beginning of its development modern streamlined passenger equipment has had no more constant advocate than *Railway Age*. This issue will provide another outstanding instance of the service which has made this publication the leader in its field and has given it a public-relations influence far outside the railway industry.

Railway Age

November 16 Issue Closes Oct. 28

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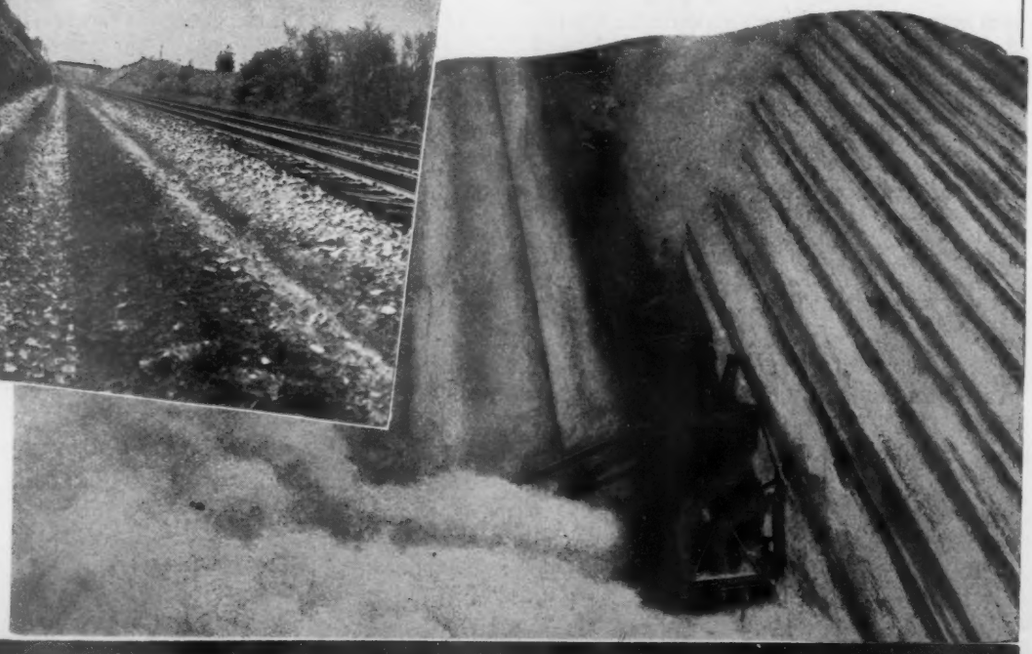
Approximately 7 cubic yards being dragged out by one wing—a Type A Jordan.

Finished ditch means effective drainage and a roadbed far more economical to maintain.



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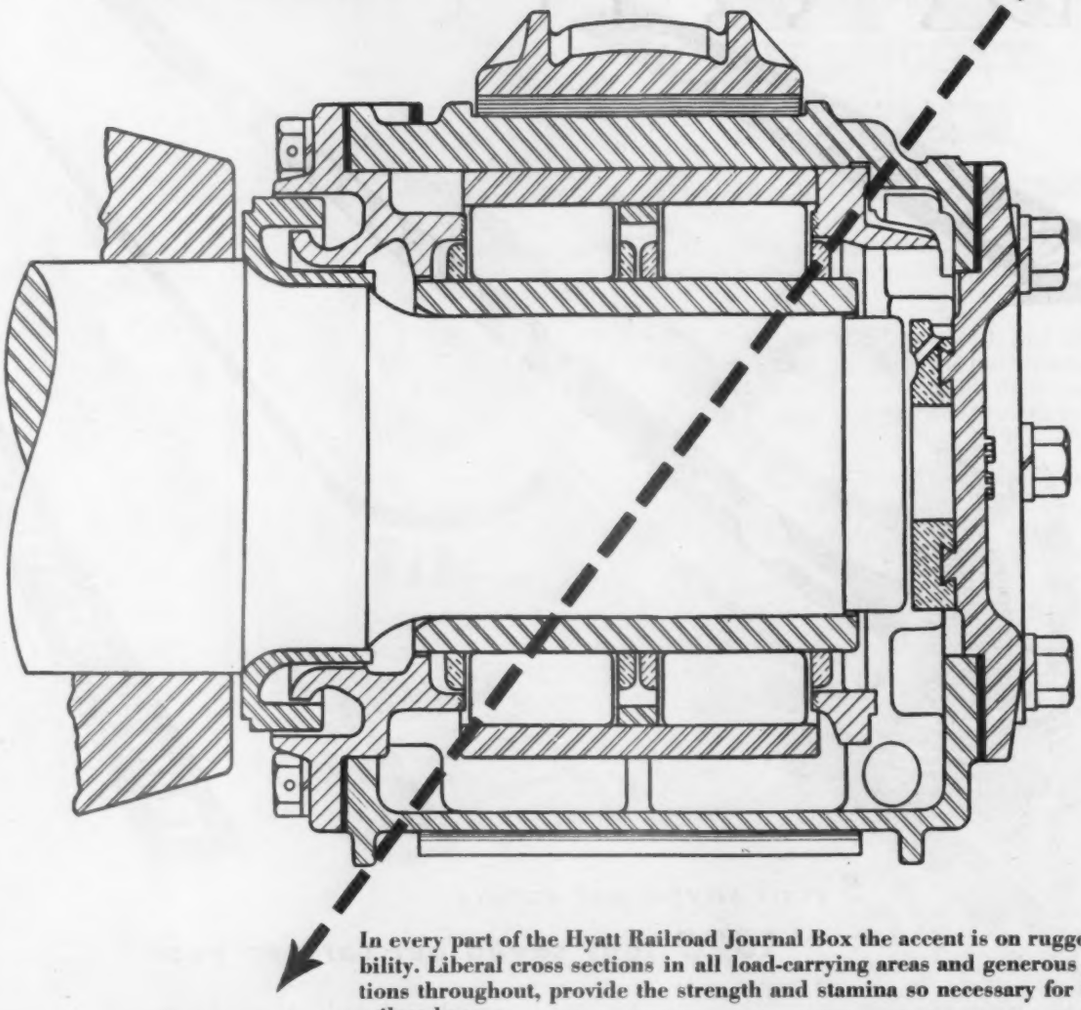

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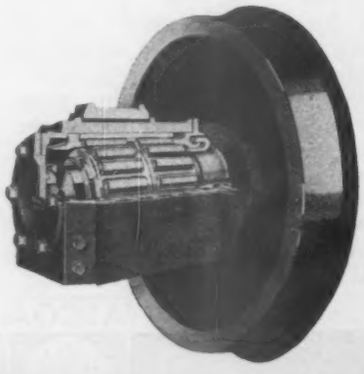

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Railway Age

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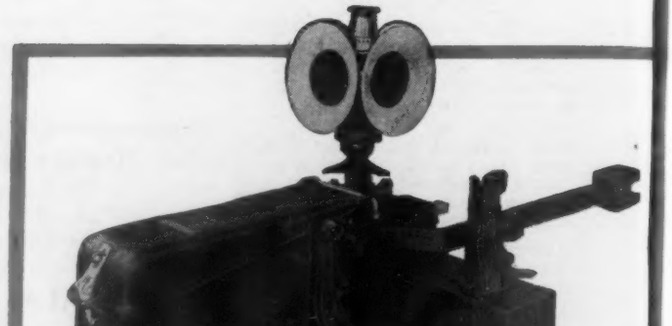

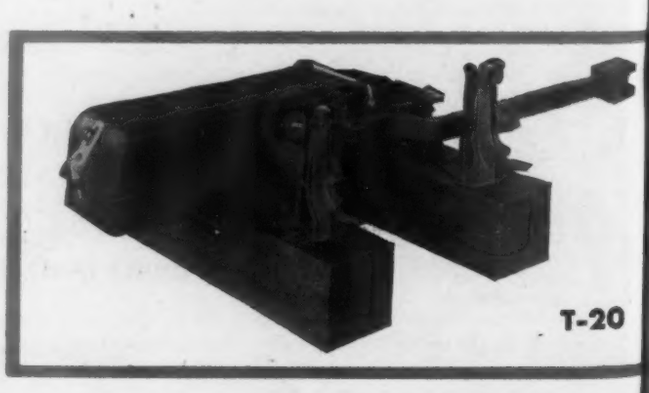

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UNION SWITCH & SIGNAL COMPANY

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NEW YORK CHICAGO ST. LOUIS SAN FRANCISCO

The Week at a Glance

YOUNG CHALLENGES I. C. C.: In this country's infancy, says Chairman Young of the Chesapeake & Ohio, limitations, regulations and restrictions were imposed by the people on the government. Under those conditions there was political freedom and economic opportunity. But today the restrictions are being imposed by the government on the people. If this trend is not soon reversed, he suggests, the individual will have lost political freedom and the capitalist system will have given its last gasp. An article in this issue develops this argument further, with emphasis on the plain speaking Alleghany Corporation executive's comment that the members of the Interstate Commerce Commission who have forced the railroads to come before them and make public predictions of bankruptcy may think they are being politically smart, when actually they are striking blows at the nation's economic system from which it may not be able to recover.

●

A COMPARISON: Mr. Young has not been alone in commenting on the commission's procrastination in dealing with the railroads' effort to obtain a rate increase. President Gurley of the Santa Fe, in an address this week, excerpts of which appear herein, drew a striking parallel between the conditions that followed World War I and those prevailing now—with deferred maintenance, overworked equipment, rising material costs and wage increases all entering into the picture. But the comparison cannot be continued to the end. In 1920 the commission, on its own motion, instituted proceedings that led to substantial rate increases. Hearings got under way before the higher wages were authorized, and those hearings were completed within 60 days. The commission's decision was handed down 23 days later. But the commission of 1946 does not follow that precedent. Nero is popularly credited with establishing the precedent which it seems determined to follow.

●

ROADMASTERS REPORT: Reports of committees and addresses heard by the roadmasters at their recent meeting in Chicago are abstracted in this issue. Ballast cleaning, the use of tie plates, employee safety programs, economy of heavy rail, grouting progress, preparing for higher speeds—these were among the technical matters discussed, while General Gray paid a tribute to the contribution of railroad men in uniform to the winning of the war and Donald Conn emphasized the necessity of modifying the application of the national transportation policy if common carriers are to continue in private ownership.

●

SCHINDLER, TOO: As the Ex Parte 162 proceedings drag on, it becomes more and more difficult to escape the conclusion that the commission, which in the depression years clearly indicated little confidence in the future earning power of the railroads, is going about its business in such fashion that its gloomiest predictions will be realized, despite the fact that the railroads are doing more business than ever before in times of peace. The news pages this week report the wind-up of the so-called rebuttal testimony and the first days of argument in this case. In his brief period of responsibility as acting secretary of commerce, Mr. Schindler has distinguished himself by proposing to the commission that it wait until next year to do anything about rates. Next year, he says, it can act "quickly." What there is about 1946 to make quick action unconstitutional is not revealed (though, of course, there is an election coming up).

●

PROSPECTS SUMMED UP: The figures Mr. Schindler wants the commission to wait until next year for, the figures the new-age "economists" haven't been able to explain away for all their skill in sophistry, have been brought together compactly and convincingly by Elmer Monroe of the A. A. R. Bureau of Railway Economics in an address to the association's Treasury Division, abstracted in this issue. Railroad costs next year will be more than $2 billion more than railroad costs in 1939, he calculates. The average wholesale price of all commodities is 61 per cent greater now than it was in 1939. Railroad freight rates are only 6 per cent greater. If traffic holds up to present levels, and if rates are increased to offset higher costs partially, there is still some chance that the railroads can contribute their bit to preserving general prosperity. The alternative is one the I. C. C.—and the public—cannot afford to dismiss casually.

●

LOTS OF LIFE LEFT: The coal industry and the builders of steam locomotives can do something about the inroads the oil companies and the Diesel builders are making on their railroad market, says the frank, hard-hitting president of the Hanna Coal Company, whose recent Chicago address to the fuel and traveling engineers' association appears on page 508. And railroads, which can't afford to be indifferent to the health and welfare of the coal miners and marketers, can contribute to the success of those efforts, he says. The practice of ordering tailor-made steam locomotives just because grandpa did, or of handling coal any old way with antiquated machinery or under indifferent supervision, or of blowing it out the stack instead of burning it in the firebox—these are inheritances from an era that the railroads, as well as the coal industry, can't afford to continue living in, Mr. Ireland declares.

●

NOTED IN BRIEF: Saying it can't pay the higher wages set by the government, the Missouri & Arkansas has applied for authority to abandon its 360-mile line. . . . Land-grant rates finally become a matter of history—and litigation—on October 1. . . . The Mine Workers have put off their Long Island strike; the engineers and trainmen on that road said they would stay on the job if District 50 did strike. . . . The short lines have challenged the commission's right to raise per diem charges as a punitive measure.

KENDALL ON CARS: Record-breaking harvests are resulting in record box car loadings, Car Service Division Chairman Kendall reports in his monthly review of the transportation situation, summarized in this week's news pages. The historic pattern of carloadings building up to an October peak isn't being exactly followed this year, however. For one thing, there aren't enough cars, with the prevailing short work week, and many country elevators are "blocked." For another, loadings of manufactures and general commodities aren't flowing smoothly because of labor difficulties and material shortages. But the fullest cooperation of railroads and shippers in getting every possible ton-mile out of every serviceable car is still necessary, he says, if any early relief is to be experienced in the car scarcity.

●

ALCO DIESEL DELIVERED: Elaborate ceremonies in New York this week marked the delivery to the Santa Fe of a new model American Locomotive-General Electric Diesel for through passenger service. In formally accepting the locomotive the Santa Fe's president called attention to some of the technological advances the railroads are applying practically, so far as their restricted revenues permit. His comments on advantages of Diesels are summarized in an article in this issue.

●

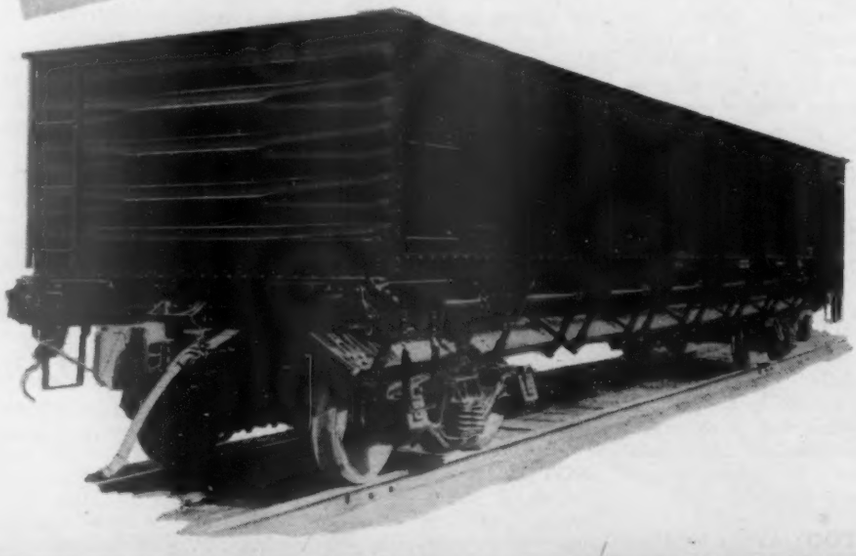
HOW MANY ANTI-CREEPERS?: It may not always be simple to calculate precisely how few anti-creeping devices per rail length will make the rail stay put in any given location, but it has been demonstrated clearly enough that there is sound economy in preserving an adequate factor of safety in applying these devices. Such is the view expressed in an editorial in this issue, and it goes on to say that a maintenance officer who hesitates to use enough anti-creeping devices may find that a superior with less technical knowledge but keener appreciation of the economies to be realized from their liberal application may step in and order enough to get the desired results without waiting for anybody to figure out on paper what to do to do away with running rail.

●

IN THE DOGHOUSE: The administration is generously applauding itself for a reformation in the "witch burning" policies of the Federal Trade Commission, an agency which for some years past has been following a policy of "selective prosecution" in the performance of its duty of "policing" business. Hereafter, it is revealed, this agency is to be a genuine aid to business, seeking the punishment of willful violators of the law but fostering initiative and fair competition. The leading editorial this week asks why an administration that has embarked upon such a reformation of its policy toward industry in general persists in making the railroads an exception to which it continues to apply the anti-trust law selectively as an instrument of control with which to impose a few lawyers' ideas of the way rates ought to be made.

"Standard"

FOR RIGID END GONDOLA CARS



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RAILWAY AGE

Prosecution or Persecution?

The Federal Trade Commission is going to be reformed—this assurance comes not only from members of the Commission itself but also from high sources within the Administration. The Commission in the past, by the admission of its own members, has made a haphazard selection of the businesses to be proceeded against for violations of that part of the anti-trust law which is assigned for enforcement to the F.T.C.

In the words of one of the F.T.C. members, that body has been "like a sheep dog at a water hole, who kills one of the sheep for drinking out of the water hole, but the rest of the sheep do not stop drinking at the water hole because there is only one dog."

This is no way to get effective law enforcement. To accomplish its purpose of preventing wrongdoing, a law must have behind it the opinion of the preponderant majority who, obeying the law themselves, are glad to cooperate with enforcement officers against the small minority of willful violators. That is why the enforcement of the laws against robbery and murder is generally effective, and why prohibitory laws have failed.

Whim Enforcement vs. Law Enforcement

When enforcement is haphazard, the fellow who is caught in a violation and punished has a moral right to feel indignant that he is singled out to suffer for a practice which is common. His punishment is no deterrent to law-violation by others, because they know that their chances of being apprehended are statistically insignificant.

There is, in short, no good whatever to be said for "selective prosecutions" by those who are seeking the safety and assurance which can be offered only by a society which has a law that is known in advance and where almost everybody wants to obey it. It is only in a society obedient to recognized law that private business enterprise can really flourish. The normal hazards of business are great enough as it is, without adding to them the further discouragement and uncertainty of possible prosecution under a law which, as interpreted by bureaucratic whim, it is next to impossible to obey to the letter.

Under its program of reform, instead of proceeding against firms individually for illegal practices which may be rather general throughout a given line of industry or trade, the F.T.C. proposes to hold "industry conferences" of representatives from all branches of each trade to help it draw up, in simple language of the industry itself, those rules and regulations which the law prescribes. By avoiding ambiguity and the chance of prosecutions which arise less from willful wrongdoing than from ignorance either by business or enforcement officers of what actually constitutes illegal action in an intricate trade, the sponsors of this "new orientation" in the F.T.C. hope that it will cease to be a "witch-burning" agency, and, instead, will turn into a genuine aid to business—which, after all, thrives best on healthy competition and invariably goes to seed when shot through with monopoly, coercion and uncertainty.

All this is, or ought to be, very good news to that part of business which is subject to little regulation except that administered by the Federal Trade Commission. As far as the railroads are concerned, however, it can only amaze them that a set of public officials with the wisdom to initiate such a policy for the Federal Trade Commission can at the same time insist on continuing an exactly contrary policy in enforcement by the Department of Justice of the anti-trust law against the railroads. This policy as regards the railroads was instituted by Thurman Arnold when he was assistant attorney general in charge of the anti-trust branch; and Arnold deliberately adopted and openly announced a policy of "selective prosecution." We heard him outline this policy shortly after he deserted academic work for Washington—he said he wanted to experiment with the anti-trust law as an "instrument of control," trying it here and there on a selective basis. The Arnold policy, and suits instituted by him under that policy, still constitute the Justice Department's program toward the railroads.

Reform Except for the Railroads

While the F.T.C. is to be reformed in the direction of sanity, and business is going to be called in and relied upon to help draw up the rules which will facilitate prosecuting misbehavior while avoiding the persecution of the innocent—the Justice Department persists with its anti-trust suit against the railroads, largely aimed at "rate bureaus" which practically nobody with any direct knowledge of or interest in the transportation business, either as operator, customer or regulator, regards as a monopolistic device; and which operate under precisely those safeguards against abuse which

the F.T.C. proposes to achieve by its "industry conferences."

The Bulwinkle Bill to legalize these "rate bureaus" in specific legislative language passed the House with the overwhelming support of all elements in the transportation industry—and would also have passed the Senate except for the fact that Senator Barkley prevented a vote on it. He certainly could not have acted as he did without the approval of the very leaders in the Administration who now propose for industry under the F.T.C. just such a regime of common-sense regulation which they denied to the railroads when they permitted Barkley to kill the Bulwinkle Bill.

Washington is a crazy-house, and the prospects that it will get better are not bright—as what is happening in the stock market so eloquently demonstrates. Professor Leo Wolman in a speech last May said that it would take a lot of contriving to prevent the United States from experiencing the greatest era of prosperity it has ever known—but, he added, "Americans are an ingenious people" and he would not predict that it would be impossible for them to head off this era of prosperity if they really went to work to do so.

Better Boilers

Of the four distinct classifications of mechanical officers and supervisors who held simultaneous meetings early this month at Chicago, the boilermakers are the ones who have the greatest personal stake in maintaining the competitive position of the steam locomotive. To the Railway Fuel and Traveling Engineers, the Car Department Officers, and the Locomotve Maintenance Officers the type of motive power hauling the railroads' freight and passenger traffic ten or twenty years hence is of interest only to the extent that it is necessary for them to make readjustments in maintenance facilities and methods and in operating procedures, except for whatever sentimental attachment they may have for the steam locomotive. To the boilermakers their jobs, as such, depend upon the survival of the steam locomotive.

The boilermakers are aware of this and are striving to improve a steam generating unit that has already reached a high level of development through the efforts of themselves and others directly concerned with boiler design and construction. Undoubtedly greater strides in the art of boilermaking, in boiler design and fabrication and in boiler-maintenance practices have been made in the past decade than in any comparable period in the history of the steam locomotive. The key to still further improvements lies in the application of a principle already established by the record-breaking service being given by boilers on many railroads.

Probably the greatest handicap to the boilermakers has been their failure to recognize the fact that they are dealing with a unit the performance of which is affected by many related factors, all variable. The best service is being turned in by boilers on railroads where recognition is being given to the importance of controlling these factors as a combination and not by concentration on one particular item alone. Among these variables are boiler design, workmanship, fabrication method, feedwater condition, material, water circulation and maintenance practices. Individually each of these has an effect on the results but very frequently the effect may be balanced out by one or more of the other factors. This has undoubtedly been the reason why one railroad succeeds and another fails in improving boiler performance when both try an identical procedure.

Spurred on by the competition from other types of motive power, particularly the Diesel-electric, increased efforts are being made to find the right combination of the boiler variables that will produce maximum boiler performance for each set of conditions. The railroads will benefit by this search for a higher standard because the result will be better boiler service from both new and existing steam locomotives.

Hold That Rail!

Some railroads are making a costly mistake, sectionally or generally, by failing to insure complete anchorage of their rail in track through the use of an adequate number of the best rail anti-creeping devices available. Every practical trackman knows the serious consequences of running rail, including battered and chipped rail ends, slewed ties, improper gage, bad alinement, and a variety of joint difficulties, as well as the serious problems presented at turnout switches, especially in C. T. C. territory. Furthermore, he knows the primary causes of running rail; he knows those that can be minimized by higher standards of track and roadbed construction; and he knows that he can offset the remainder and hold his rail in place through the use of an adequate number of anti-creeping devices, properly applied and maintained.

Then, why the failure to anchor rail securely in so much of the track? Why the resistance to the use of an adequate number of anchoring devices? Why the risk of the serious disadvantages involved, especially in the light of the present higher cost of rail; the necessity for prolonging the life of present rail, if only because of the difficulty of securing an adequate amount of replacement rail; the higher cost of maintenance labor; and the possibilities of slow orders and train delays, if not hazards to operation, where adequate anchoring to *hold* the rail "put," is neglected?

There are many answers or partial answers to these questions. Some trackmen are just plain baffled by the vagaries of rail creepage; others got along with a minimum number of anchors to the rail length in the old days and can't understand why this same number will not hold their rail today, apparently overlooking completely the increase in the size of the rail section, and the greater density, heavier wheel loads and higher speeds of present-day traffic. But most of the resistance appears to be due to a sense of false economy on the part of those who would withhold a few extra anchoring devices and risk the consequences, when true economy seems to require, rather, a safety factor in the number of such devices used to minimize the damage and maintenance costs ascribable to running rail.

It may be a moot engineering problem to calculate the exact number of anti-creeping devices required for

each location on the basis of force and reaction, but in its essence the problem presented does not differ greatly from that in the well-known sport of tug-of-war, and one doesn't need an engineering degree to know that, in that game, equilibrium prevails only so long as opposing forces are balanced.

This being so, any engineering or maintenance officer who has not solved the problem of running rail on his road may well be concerned lest his operating vice-president or general manager, without the benefit of a technical training, but keenly aware of simple basic practical and economic truths, step in and solve his problems for him by the simple expedient of applying an adequate number of anti-creeping devices, knowing full well that the cost involved will be more than offset by reduced rail damage and more economical track maintenance generally. Such embarrassing things have happened before—and they could happen again.

I. C. C.'s 1920 Forthrightness Illuminates 1946 Inaction

We must protect ourselves against our own enthusiasms by taking a square look at what has happened and what is happening to the railroads, and then indulging in sober reflection.

We have engaged in this mental process a good deal lately, and have reached a conclusion which is not based on irrational enthusiasm. It is this: The railroad is an institution of public service which should never be permitted to lag in its growth and development. Plans for improved track and better tools, modern freight and passenger cars, and more efficient power are not schemes for extravagance but programs for progress. Such programs, intelligently conceived and sensibly administered, should be carried forward.

But this requires bravery which under existing conditions in the railroad business would not be courage but recklessness were it not grounded on what we believe to be justifiable faith in the ultimate wisdom of the American people, their common sense, and their spirit of fair dealing—which means faith in America— a faith in the great thinking public whose opinion finally must control both the Congress and the Interstate Commerce Commission. . . .

Modern railroad history really begins with the return of the railroads from federal control after World War I, and the ten years 1921-1930, which include the first full year of operation after that event and the last full year of operation before the railroads suffered the real impact of the great depression, is a period which should furnish lessons of value not only to railroad management but to Congress and the Interstate Commerce Commission and to railroad labor—which, whether it realizes it or not, depends for permanent and satisfactory employment upon successful rail operation—and to the public as well. . . .

There were times between the two great wars when there were some men in such position that their voices were heard, who cried out that the railroads were overbuilt, that a great part of their mileage was unnecessary, and that in large measure their expenditures for equipment, improvement and extension were wasteful and not entitled to earn a fair return, or any return. But what a different story it was when World War II burst upon us. The safety of our nation would have been endangered if we had not been equipped and prepared to assume our full part in the national defense. . . .

When the Santa Fe and the other railroads committed themselves after World War I to huge expenditures for restoration and betterment, they had the encouragement of actual demonstration, through the Interstate Commerce Commission's proceedings and decision in Ex Parte 74, that the government in the exercise of its regulatory power would recognize and make adequate provision against known adverse conditions. They were especially encouraged by the fact that the commission did not wait for the railroads to apply for rate increases. On the contrary, the commission on its own motion, even before the wage increase which was granted in 1920, took notice of conditions threatening rail transportation and suggested to the carriers that they assist the commission in the performance of its duties under the recently adopted Transportation Act of 1920. In response to this invitation the railroads in the latter part of April and the early part of May, 1920, filed applications for rate increases.

Hearings on these applications were concluded in about sixty days, and the commission rendered its decision in twentythree days thereafter, authorizing freight and passenger rate increases designed to meet the requirements of the carriers—increased freight rates of 25 per cent for the Southern and Mountain Pacific group, 35 per cent for the Western group, and 40 per cent for the Eastern group, and 20 per cent for passenger fares—and made them effective on five days' notice.

How closely conditions then resembled conditions of the present will be apparent to anyone who cares to read the commission's decision. That decision might well be based on the transportation news of today. The need for additional locomotives and freight and passenger cars was in effect acknowledged. The commission commented upon reduction in passenger traffic on account of reduced troop movement. It mentioned increased loading of freight cars during the war period. It took notice of decreasing operating revenues, rising price levels, and increasing expense attributable to many causes. And especially the commission called attention to the fact that after the hearings in Ex Parte 74 were closed, the Railway Labor Board awarded a wage increase of approximately $618 million per annum.

Those who are shippers, or who read the warnings of the Office of Defense Transportation and other governmental authorities, know something about the present day need for additional equipment. Surely everyone ought to know that because rates have not been increased adequately following the wage increases that much of the money that could have been used for buying equipment has been drained away to pay for the wage costs.

There has been too much ill-founded talk about the railroads being benefitted by tax credits under the carry back provisions of the Excess Profits Law. It probably isn't generally understood that the tax credit becomes effective only after a railroad has been forced into undesirably low income brackets. They would be better off if they could stay out of those brackets. There is no secret or mysterious process by which a railroad can secure money. . . .

Surveys made in 1920 and 1921 revealed facts just as disconcerting to railroad management as those which we face today, some of which I have mentioned; but there is this important difference: In 1920 the commission aroused itself, and took prompt action. In 1946 the railroads may succeed in arousing the Commission sufficiently—that remains to be seen—but despite applications filed immediately after the 1946 wage increase they have not been able to get prompt action in any sense sufficient to meet their unmistakable need. . . .

What is required of railroad management in this day is courage; what is required for courage is confidence; and what is required for confidence is reasonable assurance of fair treatment by public authority.

—Fred G. Gurley, president of the Atchison, Topeka & Santa Fe, in an address September 24 in New York accepting delivery of a new Diesel-electric locomotive built by the American Locomotive Company.

Competition and the Coal Situation

Abuses of the past must be corrected and a new approach to the supplying, buying, handling and using of coal must be made to meet the competition of the Diesel locomotives*

By R. L. IRELAND, JR.
President, Hanna Coal Company

COMPETITION is something we really have now—and I say "we" advisedly because you appreciate the interdependence of coal and the railroads. Railroads make coal mines possible. Coal mines have made railroad dividends possible. There is a community of interest which is continuous and long lasting.

We have been going forward for years under the happy delusion that we had a perpetual monopoly. There was nothing to compete with the "iron horse." It is true we saw automobiles take the place of Old Dobbin and the automobile manufacturers put the carriage builders out of business, but we thought, "That can't happen to us." But, it has. That means that every one of us in the coal business, the railroad business, the railroad supply business, and particularly in the traffic departments of the railroads, must realize that if we want the railroads to continue to be the coal companies' best customers and if the coal companies want the railroads to continue to be their best customers, then we must make the coal-burning steam locomotive more efficient or it can't compete with power derived from other fuels. That can be done if we will forget many of our old ideas and start fresh.

First of all, I, as a coal man have to quit crying on the shoulders of my railroad friends and telling them I am "awfully sorry but my plant broke down. My regular customers won't take unprepared mine run. Won't you please help me out with a hundred cars for a few days?"

Traffic officers and the railroad purchasing agents will have to quit saying, "Yes, I will, as a personal favor." Steam locomotives should have the kind of a fuel they need to do a job. The traffic fellows must stop bedeviling purchasing agents to please favor "Tom Jones" because he is a friend and he knows how to get a whole boatload of bananas shipped over their railroad if they will just buy some coal from him. That is bunk when you are trying to produce cheap ton miles.

I don't know whether this story is true or not, but I heard that one railroad president not long ago said he was buying some Diesel locomotives. He didn't want to buy Diesels, but he needed locomotives and he could get delivery of Diesels in three months and he couldn't get the specifications for steam locomotives through his own mechanical department in three months, let alone getting them built. The Diesel locomotive is much like the automobile. You go into a showroom, select your paint job and either buy it or not. If you say, "Please change this and this and that," they say, "We don't want your business; thank you. This is our standard product." When once I tried to get special brakes put on an automobile I was told, "If you don't like our automobile as it stands on the floor, buy somewhere else. We think this is what you need. That is our business."

There has been too much tailoring of the steam locomotive. I am not criticizing what has gone before, I haven't time to look back, I have only time to look to tomorrow and the day after that, because yesterday is for the historian and I am not a historian. We must standardize, because wherever standardization has been practiced everybody has been better off.

A Railroad Proposition

Coal mining, at least bituminous coal mining, is a railroading proposition. Years ago, I sat on a committee of the American Mining Congress on standardizing mine tracks. Every manufacturer set his own standards, every coal mine operator had his own idea of how tracks should be laid. As a result, manufacturers could not stock frogs or switches. They had to tailor-make them, and they cost more. The coal operator couldn't get what he wanted promptly because of special requirements. He complained because of slow delivery, and he paid a big price. Standardization has cured that. The manufacturer doesn't need so many patterns and he can afford to stock standard material and have it ready for delivery to the customer when he wants it.

Poor Coal in the Past

Fuel oil refiners have an advantage over us. They can take crude oil, split it up into component parts and they can warehouse the component parts without having it disintegrate or without too great a cost of taking it off the shelf later on. One of the problems, and one of the excuses, so far as the coal is concerned, is that when we bring out mine run and size it, the only place we can store it without having it break up into smaller pieces is in railroad cars. You can't store much coal in railroad cars, so in the coal business we have to balance our sizes. If we want a certain size of coal, we have to find a market for all the other sizes that make the composite picture. That is why, in the past, railroads have been our best customer. They could use any size and Heaven knows we gave them any size.

The efficiency of a steam locomotive is relatively low as compared to stationary plants. Therefore five per cent more ash in railroad fuel didn't do nearly the damage it would in a more efficient plant. So, we didn't worry much about it as long as we could get away with it. The railroad superintendent of locomotive performance tore his hair, but after all, you could laugh at him because he hadn't been able to get a properly constructed coal dock. The coal would all go into the same dock with a chute on each side. The slack went to one side and the lump went to the other; the switch engine got the lump and the road engine would have to take the slack. I wasn't too sympathetic when they talked about size to me after that. I rode locomotives and saw some of the firing practices and so I could tell the purchasing agent of the railroad, "Until you correct some of the faults at home, don't talk to me. Our coal is plenty good if you just give it reasonable treatment."

But, those days are over. We, as coal men, have competed for your fuel business and now we have to compete with fuel oil and with Diesel locomotives. I don't believe for a moment that a

* Address delivered before the Railway Fuel and Traveling Engineers' Association at its annual meeting at Chicago on September 6, 1946.

Diesel locomotive is ever going to be able to pull a train of cars over the road as cheaply as a properly constructed, properly operated, properly fueled coal-burning steam locomotive, or a coal-burning locomotive in any case.

The proper frame of mind is to get away from past habits. It is the old timer who says, "For 20 years I have done it this way and it is good enough for me." As long as everybody concerned says, "It is good enough for me," we are not going to get anywhere.

Specifications a Hurdle

One of the problems that the coal men have is the ever-changing railroad specifications. Another one is the fluctuating demand for our products. The railroads could be helpful to us if they could settle upon their specifications, and their daily requirements. Given time to figure it out, we can give the railroads any size and any quantity that they need. And, we have some know-how that we could contribute.

Arriving at the proper size and the proper ash content for a job is just like buying whiskey. You can buy cheap whiskey with a good headache for very little money. Or, you can pay more money and get good whiskey and you have more fun and less headache. You can buy 80 proof whiskey or 120 proof whiskey, and the 120 proof whiskey costs you more money but it does the job faster. Now, somewhere, there is a brand of whiskey that suits an individual and a crowd of good fellows, and somewhere there is a set of specifications on coal that will do an excellent job on railroad locomotives. But is it fair, proper, or reasonable, to ask us to make a 5/8-in. by 3/64-in. size of coal and then take it up in the air and drop it down into an empty coal dock, throw it into a locomotive tender, grind it all to smithereens with the screw of the stoker, and then not even use the stoker properly, but build up a big clinker in the back of the firebox and let the engineman blow a hole in the fire at the front end of the grates?

We need cooperation and we would like to have our customer go half-way in taking this new step forward. Let's march arm in arm, but don't send us out ahead of the parade. We will be in the front ranks, but we want you fellows with us.

Now, personally, I don't know very many of the manufacturers of the component parts of locomotives. I do know a great many manufacturers providing mining machinery and I think they will all belong to the same lodge. They are all fine fellows and they are all smart and they will do a job if you will let them. But, if some fuddy-duddy up in the ranks some place is always bringing up this thing, "I did it that way 20 years ago," let's shoot him. Let's get rid of that guy and let's start in and try to improve. First of all, let's improve what we have, and while we are doing that, let's look forward to what we can do that is still better.

Let's Get Started

We all have a terriffic job in this country. The Army and the Navy won the war and now our diplomats with all their conversations are losing the peace for us. That's the way it looks by reading the newspapers. Let's not be guilty of that same practice. We have the know-how in our respective organizations to lick these problems if we just don't let the diplomats in our respective organizations talk us out of it. Let's cooperate by putting our brains together in the development of coal handling and coal burning. From there on, my job is done. To convert that steam into power on the wheels is a job for some of the rest of you. Let's get started and let's quit standing still. Let's really move.

The Hanna Coal Company is now a part of the Pittsburgh Consolidation. We have intelligent representatives visiting with all the railroad executives, offering our cooperation, which they are willing to accept. Yet, I haven't heard of a thing accomplished, because no one on the other side of the fence has been ready to give more than lip service. And, that is just the experience of one company.

When we sell fuel and turn it over to a public utility, they get the last ounce of energy out of it. They handle it properly all the way through. From personal knowledge, I know that is not true of the railroads. They have not done nearly the job on using our fuel as have our other customers. They don't get the meat out of the coconut. They blow it up the stack. They throw it out on the right of way. They do everything but turn it into steam.

So gentlemen, we, speaking for the coal industry, ask you to forget the past. Please wake up. Please, by concerted action, use our coal more efficiently. We would much rather sell you half as much coal as we are now selling you at a good price than have to quit selling you at all.

Traffic and Earnings Prospects

By J. ELMER MONROE

Assistant Director, Bureau of Railway Economics, A. A. R.

THE economy of the United States underwent a series of economic disturbances during the first half of this year and railroad operations were seriously affected. Traffic fell off sharply and the net earnings of the railroads reached very low levels. Railroad freight traffic, measured by the number of ton-miles handled, decreased by 25 per cent during the first six months of 1946 under the corresponding period of 1945. Passenger-miles showed a decrease of 19 per cent for the six-month period.

Net railway operating income, what the carriers had left out of gross revenues after paying operating expenses and taxes, showed a decline of 72 per cent, comparing the first six months of 1946 with the corresponding period of 1945. Net income after all charges amounted to $344,000,000 for the first six months of 1945, but for 1946 there was a net deficit of $28,000,000.

Production is now at high levels, and if further economic disturbances are not experienced, freight traffic volume for 1947 will be greater than in any prior peace-time year. This was the prospect outlined by the railroads to the Interstate Commerce Commission only last week in our case to seek higher freight rates.

On the other hand, while we expect a high level of freight traffic, the railroads are faced with a real financial problem. Costs of operation have been rising, due to the increased cost of labor as reflected in higher wage rates, material price increases, and increased payroll tax rates.

Based upon anticipated operations for 1947, the annual increases in railroad operating costs experienced since 1939 have been as follows:

Wage rates averaged 74¢ per hour in 1939 and average $1.12 today, an increase of 51 per cent. This amounts to an annual increase in the wage bill of	$1,404,000,000
Payroll taxes on wage increases, now 6¼ per cent, will amount to	84,240,000
The Crosser Act, enacted in July, will increase payroll taxes on January 1, 1947, by 2¼ per cent, or	90,000,000
Vacations granted employees in 1942 and 1944 will cost	77,000,000
Increased cost of material and supplies and fuel, 52 per cent greater than in 1939, adds	521,000,000
Grand total increased costs	$2,176,240,000

This article is based on an address delivered at the annual meeting of the Treasury Division, A. A. R., at Edgewater Park, Miss., on September 25.

Nearly one-half of that total, or slightly more than one billion dollars, represents increases in operating costs which the industry has experienced since January 1 of this year.

During the war years the carriers were able to absorb the higher cost of labor and materials because of unprecedented increases in traffic volume, and because of the important fact that the passenger services made a substantial contribution to net earnings. Immediately prior to the war years the passenger services operated at a loss of $250 million per year, but during the war years earned a net operating income of $250 million per year. We are now approaching the time when the passenger services will again show a net deficit instead of a net income.

A "Meager" Increase

The price charged by the railroads for moving freight was not any higher last June than it was in 1939, and from July 1, 1946, freight rates are no more than 6 per cent higher, on the average, than they were prior to the war. This meager increase, having been authorized by the Interstate Commerce Commission as a temporary increase, is to be effective until the final disposition of the rate case.

The year 1944 was the peak year for both freight and passenger traffic. For 1947 it is anticipated that the freight traffic, measured by ton-miles, will be less than in 1944 by 20 per cent, but passenger traffic will be less by 50 per cent.

Weekly carloadings are at high levels, somewhat greater than the weekly loadings of last year. The carload of today, however, is in many respects different from the carload of the war years. Today's car is not loaded as heavily and the road haul is not as great. The commodities now being transported are lower-rated than they were during the war and the average car does not produce as much in revenue. Here are a few facts:

	1944	July 1946
Net tons per car	32.7 tons	31.7 tons
Average haul per ton	473 miles	420 miles
Average revenue per car (C.L.)	$190.39	$170.00

Furthermore, the railroad freight rate level is out of balance with the current level of other prices. Most businesses have found it necessary to increase the selling price of their product. Here are a few examples.

	1939	July or Aug., 1946
Wheat, per bu.	$0.69	$1.78
Corn, per bu.	$0.57	$1.80
Cotton, per lb.	$0.091	$0.336
Hogs, per 100 lb.	$6.23	$20.90
Beef cattle, per 100 lb.	$7.14	$17.00
Tobacco, leaf, per 100 lb.	$19.22	$42.40
Denim, per yd.	$0.106	$0.28
Nails, per 100 lb.	$2.46	$3.75
Fir lumber, per 1000 ft.	$19.34	$43.12

And the average increase in the wholesale price of all commodities was 61.2 per cent from 1939 to July, 1946.

The latest figures available as to the relationship of the value of commodities and transportation charges are for 1941. In that year, freight rates averaged 7.26 per cent of the value of the commodities transported. Since 1941, however, the value of the commodities transported by rail has risen 38 per cent, thus reflecting price increases accorded industry other than the railroads. If parity in this respect is to be maintained and the railroad rate level restored to the same relative position it occupied in 1941, the railroads should have an increase of 45 per cent in rates. To restore parity of 1939, it would require an even greater increase.

The remedy must be a substantial increase in freight rates. The interim increase granted by the Interstate Commerce Commission in its decision of June 20, 1946, increased freight revenues by an average of only 6 per cent. Obviously the industry needs increased revenues when the revenue dollar has increased only to 106 cents, compared with an expense dollar of 150 cents. This shows how the purchasing power of the railroad dollar has shrunk.

Ask Only 19 Per Cent

With annual increased cost of operation since 1939 of more than 2 billion dollars, the carriers are petitioning for freight rate increases that will yield approximately one-half of that amount. They are not seeking to increase their rates to meet the 50 per cent increase in wages and prices, or to meet the 38 per cent increase in commodity prices, but are asking for an increase of only 19 per cent. This increase in freight rates of 19 per cent is only about one per cent of the value of commodities transported. It is hoped that the remainder can be absorbed by continued high levels of traffic and more efficient and economical operation. This means that the high records in operating efficiency already achieved must be maintained and improved.

In final analysis, the immediate future welfare of the railroad industry requires an adequate increase in freight rates and a continuation of relatively high traffic levels. Only by a combination of these factors will the railroad industry be able to keep outgo within the bounds of intake, and supply to the shipping and traveling public the kind of transportation to which it is entitled.

If the Interstate Commerce Commission grants the full increase in freight rates sought and the anticipated level of traffic is attained, the railroads will probably earn a modest income in 1947.

On the other hand, authorization by the commission of any freight rate increase substantially less than that sought will mean that the industry will have drastically to curtail maintenance and other expenses, and a curtailment of maintenance is only a deferment that must be made up in the future. Railroad credit will also be impaired, making it that much more difficult for the railroads to carry out the programs of improvement of plant and equipment that are so important in enabling them to meet the intensive competition of the future.

During the past 25 years the railroads spent $500 million a year on improvements and betterments to plant, a total of more than $13 billion for those 25 years. One result of this expenditure was better railroads performing better service at lower unit costs, and resulting in lower rates and fares to the shipping and traveling public.

It is in the public interest that the railroads be allowed to earn a fair return so that more money can be invested in plant and facilities to provide even better railroads. This should be particularly true in times of large traffic movements. Although we expect a record peace-time freight traffic level for 1947, it is by no means a certainty. This is another reason why it is in the public interest to increase rates now and not wait for the possibility of having to increase freight charges when traffic is on the decline.

The question is not whether the country can afford the necessary increase in freight rates, but it is the question as to whether we can afford *not* to have it, if we are to avoid crippling the national economy for the lack of adequate, efficient, and economical transportation service.

Poster No. 276, constituting the September installment of the "All the Year-Every Year Safety Program," now being distributed by the Committee on Education, Safety section, A. A. R.

Young Attacks I. C. C. Languor on Rates

Suggests that regulators, having predicted poverty for carriers, are seeking to make their forecast prove true

THE Interstate Commerce Commission, by its persistent delay in authorizing the railroads to increase their freight rates, is a primary contributor to the recent disastrous decline in the stock market, which—unless arrested by a removal of its causes, all of them resident in Washington—threatens to lead the country into such a depression as that of 1930-32, which would bring an end to capitalism and political freedom. Such was the assertion of Robert R. Young, speaking in his capacity as chairman of the Alleghany Corporation "which is interested in many railroads," at a press conference in his New York office on September 19. On September 24 Mr. Young again took up the cudgels for an adequate rate level for the railroads by addressing a letter to Alfred Schindler, Acting Secretary of Commerce, criticizing him for seeking a further delay in rate adjustment.

At the September 19 press conference, Mr. Young, who had R. J. Bowman, president of the Chesapeake & Ohio, and R. S. Marshall, C. & O. senior vice-president, with him when he received the press, first passed around a written statement, specifically charging that the rapid decline in security prices of the preceding day or two was occasioned by the justifiably gloomy prediction of Dr. J. H. Parmelee of the A. A. R., testifying at the rate-increase hearing on the day previous, to the effect that the railroads face "the worst financial showing in history" in 1947, if present rates are continued. This prepared statement is reproduced verbatim below —but Mr. Young, in oral remarks, went considerably beyond his written words.

Politics Sabotages Prosperity

Except for political sabotage of the efforts of industry to produce, Mr. Young said, there would be every reason to look forward to a "wave of prosperity which would last for fifteen years," but, instead of that, the Washington bureaucrats are doing their best to bring about "a panic that may bring the last gasp of the capitalist system."

"If you fellows who represent the press and lead public opinion don't get hot about this, pretty soon all of us will be wearing numbers," he added. Asked whether he did not believe that the coming elections might bring some changes in personnel on the Washington scene, Mr. Young agreed that they might; but, he predicted, the Republicans will be as bad and maybe worse than the Democrats—all of them are "listening to the loudest minorities who have the votes," and are buying those votes with the money of people whose votes are not numerous enough to matter.

The Interstate Commerce Commission in 1937 and thereafter, in reorganization proceedings, he went on to say, insisted on wiping out securities which they had insisted were sound in 1932; and now the Commission has got to hold down rates and break the railroads to prove that its gloomy predictions of the future of railroad earnings were right. If a banker behaved like this, said Mr. Young, they would have him in jail. This kind of treatment of investors is worse than anything Insull did, or Kruger; in fact, Mr. Young said he would like to have Kruger in Washington, because "he would improve the moral tone." And, he added, "just think—the S. E. C. is looking for frauds in Wall street!"

The situation is not the fault of labor, in Mr. Young's opinion, but of the politicians who are attempting to buy the votes of some kinds of labor organizations with the money that is needed to keep the system of free enterprise in operation—"and look at what they did to poor old Fall, who took only $100,000!" He believes, he said, in a "truth in politics act," under which a politician seeking office who made a pledge which he did not fulfill would get "twenty years in jail." Unless we get some such protective statute as this, we are headed in the direction of Russia and Germany, he said.

Shown a newspaper advertisement in which the financier E. F. Hutton pointed out some of the unsound economic actions being fostered by politicians, Mr. Young commented that "Ed Hutton is doing a good job—but who pays any attention to what he says? What is the matter with big business; are they cowards?" He also blamed the 100 per cent margin requirement for stock trading, and the rule limiting trading by company executives in the stock of their corporations, for the panicky decline in security prices. Some company executives, otherwise, would use their own funds to buy in securities of their companies and thus prevent the bottom from dropping out from under prices; but the Washington authorities have laid their plans to put a stop to that, with consequences which were plainly foreseeable and are now evident. Americans have heeded such political leadership and, thereby, "we have put arsenic in our own coffee."

Following Europe's Example

Mr. Young has just recently returned from Europe. Over there, in France, he said that there are still houses in the country with no windows in them because, under the Bourbons, the French government levied a prohibitive tax on windows—a sample of what government power to interfere with legitimate individual enterprise leads to. In France and in England the railroads are in the clutches of the government and, especially in France, the railroads cannot pay their way and have to be supported by taxation. That is the direction in which the Interstate Commerce Commission has headed the American railroads. In England, a woman explained to him how she had eked out her family's rations during the war by the eggs laid by six hens—but the government had cut down the feed she could buy to that sufficient for one hen, so she had killed them all, i. e., had eaten up her capital. That is what is happening all over the world, and that is what is now about to happen here, unless the people wake up, and that soon, Mr. Young said.

Our country was started, he went on to say, by placing limitations, regulations, and restrictions — not on the people, but on the government; that is what the Constitution is, a comprehensive plan for the regulation of government. But for 175 years now, the politicians have been reversing this wholesome initial process, by taking the limitations off of the government and the politicians and putting them on the people instead; "unless we can learn to look facts in the face we do not deserve to be free."

Mr. Young reiterated that he did not blame labor for present conditions; but he did believe that working people cannot be accorded shorter hours and higher wages unless actual physical production per employee is increased; and labor cannot be enriched at the expense of

"capital" without shutting off the enterprise which is necessary to increased production. There is no advantage to labor, he explained, if we have a panic and traffic dries up "and I have to tell Bob Bowman to lay off men right and left because there is no money to pay their wages."

Reverting to the Interstate Commerce Commission, the Alleghany chairman said "the railroads are being very largely controlled and directed by a body of men who are on record as saying that they have no confidence in the future of the railroads; I wonder what we would think if General Motors and other big automobile companies were in the hands of men who openly declared that they had no faith in the future of the automobile business."

Told to Keep Mum

"I was advised not to have this conversation," Mr. Young concluded, "and was told that my railroads would be made to pay for it." It is that danger, he said, which explains why "there are not more Ed Huttons in the country"—i. e., business and financial leaders willing to speak out boldly against false doctrines. Asked whether he did not believe that such a defense as his of the railroads against attacks on their revenues by I. C. C. inaction were a proper function of the A. A. R., the Alleghany chairman answered in the affirmative; but, he added, it was also a proper job for the railroads jointly to have initiated through east-west service. Mr. Young's formal statement reads as follows:

"Every citizen has a direct or indirect financial interest in the American railroads. Yesterday and again today the market prices for their bonds nose-dived into new low ground for this new bear market under the impact of testimony before the Interstate Commerce Commission to the effect that the railroads face the 'worst financial showing in history' in 1947. The reason for this bankrupt showing by the railroads is that wages and other costs have been allowed to increase roughly 50 per cent while rate increases have been held to a pittance. Any one who has a life insurance policy or a savings bank deposit should be deeply concerned in this financial fact.

"Every citizen in addition to his financial interest in the railroads is concerned in the national safety. The war has demonstrated that their adequate maintenance and technological advancement is as essential to the defense as our Army and Navy. Consequently this situation in which a dollar invested in a sound railroad property is not as good as a dollar in the bank is as dangerous to our physical safety as it is to future employment.

"Before the recent panic in railroad security prices they had already been selling at bankrupt levels. For years Washington has been starving the railroad investor in order to curry political favor and proof of this lies in the fact that freight rates today are no higher than they were twenty years ago while everything else has nearly doubled.

"Not only has the railroad security holder been held unjustly to a beggarly return but over two billions of dollars of his securities are being arbitrarily wiped out by present Commission reorganization plans. Congress has found this action by the Commission to be without sound justification. This arbitrary action by the Commission is all the more questionable because the Commission itself in approving their sale to the public found them to be in the public interest. And the Securities & Exchange Commission has been set up to look for security frauds in Wall Street!

"The members of the Interstate Commerce Commission who have now forced the railroads to come to them with predictions of calamity at the very moment the market is tottering under a deluge of crises, at home and abroad, may think that they are being politically smart but actually they are striking blows at our economic system from which it may never recover.

I. C. C. "Flagrantly Failing"

"The chief purpose of the Interstate Commerce Commission as created by Congress is to maintain rates that will provide a sound transportation system. In this they are flagrantly failing, and flouting the instructions of Congress. If public opinion continues to let its servants get away with this kind of stewardship, predicated upon political maneuvering, then we do not reserve to be free. This statement is made without party partisanship since Republicans sit there as well as Democrats."

Mr. Young's letter to Acting Commerce Secretary Schindler reads as follows:

"After another day of unsettlement in security prices I read in this morning's New York Times:

> 'Mr. Schindler filed with the Interstate Commerce Commission a statement declaring that . . . "Economic wisdom" called for "withholding additional increases in freight rates until the traffic, the revenue and operating expense picture for the remaining months of 1946 and the early months of 1947 is clear." '

"Testimony has already gone into the records that the railroads this year will earn a return of 1.34 per cent on their investment and next year will probably earn *nothing*. This at a time of record breaking traffic.

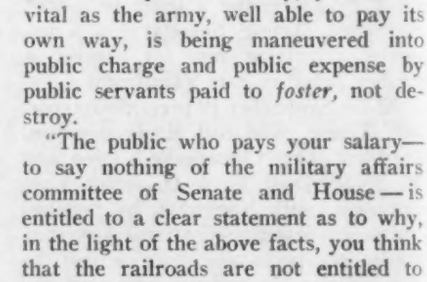
"A petition for a freight rate increase has now been pending before the Interstate Commerce Commission since away back in 1941. The Commission is instructed by Congress to prescribe rates that will provide 'revenues sufficient to enable the carriers . . . to provide . . . efficient transportation.'

"Since 1933 five wage increases have been granted aggregating 90 per cent. Fuel prices are up 117 per cent and other supplies 86 per cent. Yet freight rates today are *lower* than they were then; and the rate of return on investment has averaged only 2.75 per cent, an amount pitifully inadequate to attract new capital. In the meantime other utilities serving the public have been allowed to earn two to three times as much. Could there be a clearer case for the railroads' long pending request than these simple facts?

"Yet hearings, at great expense to the railroads and the taxpayer have been going on ad infinitum. To cap the climax of chicanery and folly, the railroads were forced early in September, by the stalling tactics of the Commission, to publicly *predict calamity and bankruptcy by 1947*. Naturally, a market panic followed and railroad credit weakened. In direct consequence the railroads, as well as allied industries, may be forced to 'lay off,' and 'to abandon' long-delayed plans for improvements. A private facility, yet one as vital as the army, well able to pay its own way, is being maneuvered into public charge and public expense by public servants paid to *foster*, not destroy.

"The public who pays your salary—to say nothing of the military affairs committee of Senate and House—is entitled to a clear statement as to why, in the light of the above facts, you think that the railroads are not entitled to help from the man who occupies your office.

"P.S. I am wondering if you made any attempt to withhold recent wage increases until the situation became 'clear'."



Great Northern Railway Photo

Great Northern cars take on a load at a 30,000-bushel elevator at Larimore, N. D.

Fred G. Gurley on Diesel Locomotives

Discusses their advantages for the Santa Fe in an address delivered at a dinner which closed a three-day invitation exhibit of Alco's 75 thousandth locomotive at New York City

SPEAKING at a September 24 dinner at the Waldorf-Astoria hotel, New York, at which the American Locomotive Company delivered its seventy-five-thousandth locomotive—a 6,000-hp. Diesel-electric—to the Atchison, Topeka & Santa Fe, Fred G. Gurley, its president, cited two excerpts from early annual reports of the railroad which, he said, "explained two of the basic reasons why the Santa Fe embraced the Diesel locomotive enthusiastically when it was developed for railroad use." The first excerpt was from the report of the board of directors for the year ended December 31, 1874: "The accompanying locomotive statement shows fully and in detail the operation of this department during the past year. The repairs have been heavy considering the newness of the engine; but this must always be expected on this road owing to the quality of the water. Scale forms very rapidly and flues require to be taken out about once in seven months for thorough cleaning."

Coal from Australia

In 1894, Mr. Gurley explained, the railroad was bringing coal for locomotives into southern California from British Columbia and Australia: "In that year," he said, "the Santa Fe made a great contribution to railroad progress for then it was the Santa Fe developed the first successful apparatus for the burning of oil in locomotives. The 1896 report of the board of directors said: 'More than half of the locomotives used in southern California have been converted into oil burners and that improvement is still in progress. The discovery of petroleum in Los Angeles furnished a fuel considerably cheaper than coal for use in southern California and the results obtained from its employment are gratifying'.

"* * * We serve the large oil-producing areas of the southwest and the Pacific Coast and, because of that, a high percentage of our engines burn oil. Water is very scarce in Arizona and in other sections crossed by our transcontinental line. At many locations we have the same quality of water which brought forth the comments in the report for the year 1874, although since that time we have learned much about chemical treatment of boiler water." Continuing, Mr. Gurley said:

"There are many other reasons why the Diesel locomotive is attractive. It starts a train easily and without any jar or jolt. When equipped with a dynamic brake, which is an expression coined to denote the use of the traction motors in reverse on descending grades it obviates the use of pressure against the wheels to control the speed of the train on down grades. It is easier on the track structure. It is unnecessary to stop at intermediate stations for fuel or water. It can render many more service miles per year than a steam engine. Time does not permit a discussion of all its virtues. It is sufficient to say it is the best which man's ingenuity has produced for our service.

"The American Locomotive Company are strong advocates of the four cycle Diesel, and Santa Fe Diesel locomotive Number 51, which is the 75 thousandth engine manufactured by that excellent institution, represents the last word in the refinement of that engine. It will take its proud place at the front of our finest trains. It and others like it will be used on our 'Super Chief,' the 'Chief,' and 'El Capitan.' We share the confidence of the builder in its success. Our initial order is for six of these locomotives. I make the prediction that many more will be seen upon our railroad and upon other railroads.

American Locomotive Company's seventy-five thousandth locomotive, the first of six three-unit, 6,000-hp. Alco-G. E. Diesel-electric passenger locomotives purchased by the Atchison, Topeka & Santa Fe

"A simple truth which has been stated before, but one which bears repeating, is that the metallurgist, the scientist, and the engineer, coupled with the manufacturers of this great country, have produced no material nor equipment suitable for use in railroad transportation which is not being so used. Certain people would have you believe otherwise, but the facts are as I have stated.

"Our own company has an enviable record in this regard. We have a fine record too of doing things first. That is something to bring you pride—and, confidentially, it will bring you some headaches because when you do things first you cannot draw upon the other fellow's experiences—you must reason it out yourself. As an example, after many headaches, our engineers succeeded last year in perfecting an ingenious ballast cleaning machine which contributes to better riding track.

"Recently we have devoted a lot of thought to the details of service to our passengers. For example:

"This spring we began the use of wire recording apparatus in our dining cars to provide musical entertainment during the meal hours. The emergency of war expedited the development of wire recording, but it required much improvement to make it suitable for high fidelity musical reproduction. The system was perfected through the joint efforts of Santa Fe engineers and the equipment manufacturer. After the apparatus was perfected, Santa Fe, in cooperation with the supplier of wire recordings, surveyed such questions as public appreciation, types of programs best suited to trains, distribution of speakers, and accoustical treatment of cars.

"The result of all this has been that we are now installing on all our new passenger equipment a system of sound reproduction which will provide musical entertainment of a quality hitherto unknown on trains.

"Radio is being utilized to improve communications between yard engine crews and the yard-master's office. It is being utilized as a new method of communication between the locomotive and caboose of freight trains. Other uses are suggesting themselves.

"Electronics are finding new application in determining the strength of steel, and in searching out hidden defects. Modern signalling is being employed to improve safety and speed train movements.

An Artificial Boundary

"It seems to me, and I think most fair minded men will agree, when a financially sound transportation organization has demonstrated, as we think we have, that new technologies and new techniques are welcomed, are in fact sought earnestly, and thereafter utilized advantageously, that their use in the public service would not be denied us by drawing an artificial line of demarcation between types of transportation services. That line has been drawn, however, by the Civil Aeronautics Board.

"But for this, Santa Fe before now would have engaged in air transportation in a rounded-out system. The air and surface operations would be coordinated where coordination was helpful, but transportation would be provided entirely by air or entirely on the surface as the customer desired.

"We handle a large volume of U. S. mail and the Post Office Department has been kind enough to say that we handle it quite creditably, and they give evidence that they think highly of us. For that we are very thankful. For some time, however, we have been aware of the desire to move mail by air, and our natural ambition has been to be in a position where Santa Fe could continue to handle the mail which historically has been moving on our system. That is one of the reasons we have created an air organization known as Santa Fe Skyway. It has been functioning as a contract carrier and not as a common carrier. The Civil Aeronautics Act does not require a contract carrier to secure a certificate before engaging in that business.

"We are using trained veterans from the armed services almost exclusively, and a substantial portion were Santa Fe employees prior to their entry into military services. We use excellent equipment and go to extremes in our efforts to operate safely.

"Santa Fe Skyway proppses to file with the Civil Aeronautics Board an application for a certificate of public convenience and necessity for authority to carry United States mail. We think there is great justice on our side, and we are confident our organization can continue to satisfy the wishes of the Post Office department by this new method."

Robert B. McColl, president of the American Locomotive Company, presided at the dinner. In introducing President Gurley of the Santa Fe, Mr. McColl presented him with a large model of the locomotive. The dinner, following which the guests were entertained by a troop of Indians from several southwestern tribes, who conferred upon Mr. McColl the title of Chief Iron Horse, was the final event in a series of invitation exhibitions of this three-unit Diesel-electric locomotive which began on the day of its completion with an exhibit at the builder's plant at Schenectady, N. Y. The New York exhibit began on Sunday, September 22, and continued through Tuesday, Sept. 24. Sunday was devoted to a press preview of the locomotive, located on a New York Central track under the Waldorf-Astoria. Monday and Tuesday were devoted to railway and business executives and groups of distinguished guests, including the mayors of the City of New York and surrounding municipalities, and the board of directors of the Santa Fe.

* * *

Seventeen Alco locomotives are shown on the deck of the Norwegian locomotive carrier Bel Pareil ready to sail from here for France. These locomotives, built at the American Locomotive Company's plant at Schenectady, N. Y., will soon be in service on French railroads. A total of 40 locomotives and tenders is carried by the Bel Pareil on each crossing

Work under way on the installation of 27 units of special trackwork at the Western Avenue crossing of the C. & N. W. and the C. M. St. P. & P. at Chicago. The completed job was inspected by the roadmasters' group on Thursday afternoon

Roadmasters Tackle Problems with Vigor in Annual Meeting at Chicago

Convention, held concurrently with that of Bridge and Building group, is outstanding success—Record exhibit by manufacturers of equipment and materials adds interest

THAT the Roadmasters' and Maintenance of Way Association has plenty of bounce was demonstrated at Chicago on September 17-19, when this group came back strongly from the restricted activities imposed during the war years to hold its first full-scale three-day convention since 1942, the three annual meetings in the interim having been confined to one-day sessions. Not only was the meeting this year one of the most successful in the association's history by every standard of measurement, but it also was most unusual in that it was held concurrently at the Stevens Hotel with the annual convention of the American Railway Bridge and Building Association. The two conventions were attended by a total of 693 members and guests.

Although the two groups held their regular sessions in separate rooms, they were brought together at the opening session and on several occasions thereafter to hear addresses on subjects of mutual interest, this arrangement constituting an experiment that was regarded highly by those in attendance. An account of the activities of the Roadmasters' group and of the proceedings during the joint sessions is contained in this article. A similar account covering the activities of the Bridge and Building group will appear next week.

The combined opening session of the two conventions on Tuesday morning was presided over jointly by H. E. Kirby, assistant engineer, Chesapeake & Ohio, and president of the Roadmasters' Association, and Neal D. Howard, engineering editor, *Railway Age*, and president of the Bridge and Building Association. Later Mr. Kirby and Mr. Howard alternated in directing the activities of the other joint sessions. All sessions of the Roadmasters' group were presided over by Mr. Kirby, assisted by E. J. Brown, engineer of track, Burlington Lines, and first vice-president of the association.

During the joint opening session greetings were brought to the combined groups from the American Railway Engineering Association by J. B. Akers, chief engineer, Southern, and president of that association, and from the Track Supply Association and the Bridge and Building Supply Men's Association by G. B. Coffey, president of the latter

association. Lewis Thomas, secretary of the Track Supply Association and director of exhibits for the two supply groups in arranging a joint exhibition of manufacturers' products that was presented in the exhibit hall of the hotel coincident with the conventions, extended an invitation to those present to inspect the exhibits. A complete list of the exhibitors, with the names of representatives present and the products displayed, appears in the news pages of this issue.

Following the preliminary activities at the opening session, E. M. Hastings, chief engineer, Richmond, Fredericksburg & Potomac, delivered the opening address, after which the two groups separated to begin their individual sessions.

Addressing the Roadmasters' group at the beginning of its first session, President Kirby lauded his predecessor, E. L. Banion, roadmaster, Atchison, Topeka & Santa Fe, for his loyalty, perseverance and industry in directing the activities of the association during a three-year period while the war was in progress. Noting that much progress had been made since the last meeting in building up the membership of the association, Mr. Kirby went on to discuss the problems of the railroads as a whole. He adjured the members to take an active part in any plans or movements designed to improve the lot of the railroads and, conversely, to oppose movements designed to harm them.

Reports and Addresses

The sessions of the Roadmasters' group were devoted principally to the presentation and consideration of six technical committee reports and five addresses, all covering a variety of subjects that together comprise a cross-section of the problems confronting maintenance of way supervisory officers today. The six committee reports dealt with the following subjects: Tie Failures and Measures to Overcome Them; Track Maintenance Problems in C. T. C. Territory; Means of Obtaining the Maximum Use of Maintenance of Way Powered Equipment; Minimizing the Need for Slow Orders; Selection and Maintenance of Ballast; and Inspection of Rail by Track Forces.

The speakers who delivered addresses before the Roadmasters' sessions included F. R. Layng, chief engineer, Bessemer & Lake Erie, who spoke on Reducing Maintenance of Way Costs; G. M. Magee, research engineer, Engineering division, Association of American Railroads, whose subject was What Size and Design of Tie Plates?; H. W. Protzeller, consulting engineer, Chicago, who spoke on the Why and How of Ballast Cleaning; T. A. Blair, assistant chief engineer, Atchison, Topeka & Santa Fe, who discussed Developments in Roadbed Grouting; and T. H. Beebe, chief draftsman, Chicago & North Western, who described the recent installation of 27 pre-assembled units of special trackwork at the Western Avenue crossing at Chicago of the C. & N. W. and the Chicago, Milwaukee, St. Paul & Pacific. Afterward a color moving picture was presented showing the project described by Mr. Beebe.

Addresses were delivered before joint sessions of the two associations by Major General Carl R. Gray, Jr., vice-president, C. & N. W., on the "Boys" of Company A; by L. G. Bentley, general safety agent, Chesapeake & Ohio, on How the C. & O. Won the Harriman Gold Medal in 1945; by Donald D. Conn, executive vice-president, Transportation Association of America, on Problems Ahead in Railway Transportation; and by W. K. Wallace, chief civil engineer, London Midland & Scottish, on Reconversion and Recovery Problems on the British Railways.

Mr. Wallace discussed the magnitude of the problem encountered by his railroad in overcoming arrearages in track maintenance accumulated during the war years, and the methods being employed, and also outlined the situation as it applies to structures, not only because of deferred maintenance but due to war damage as well. Developments in this respect include the extensive use of prestressed, precast concrete members, and the introduction of a unit form of construction for the smaller passenger stations. Mr. Wallace's address was followed by the showing of three moving pictures depicting various maintenance and construction practices in use on his road.

Abstracts of all of the committee reports and addresses presented during the Roadmasters' sessions, and of the addresses presented during the joint sessions, are included in this article, except for the address by Mr. Beebe which will appear later.

The regular activities of the convention were interspersed at times with a number of special events. One of these was the presentation of honorary membership certificates to the four honorary members who were elected to this capacity at last year's meeting: General Gray; Herbert R. Clarke, chief engineer, Burlington Lines; Charles W. Baldridge, assistant engineer (retired), Atchison, Topeko & Santa Fe System; and William H. Sparks, general inspector of track, Chesapeake & Ohio. The presentation of these certificates was made by George O'Rourke, assistant engineer maintenance of way, Illinois Central.

Another special event was a banquet on Wednesday evening, September 18, which was tendered to members of the two associations and their families by the Track Supply Association and the Bridge and Building Supply Men's Association. The banquet was attended by a total of 857 persons. A third special event was an inspection trip, made on Thursday afternoon and attended by about 50 members of the Roadmasters' group, to the Western Avenue crossing of the C. & N. W. and the C. M. St. P. & P. to inspect the 27 units of special trackwork that had been described previously by Mr. Beebe.

Election of Officers

In the election of officers at the final session on Thursday, E. J. Brown, engineer of track, Burlington Lines, Chicago, was advanced from first vice-president to president; A. B. Chaney, district engineer, Missouri Pacific, Little Rock, Ark., was elected first vice- president; R. L. Fox, division engineer, Southern, Alexandria, Va., was elected second vice-president; and E. E. Crowley, roadmaster, Delaware & Hudson, Albany, N. Y., was elected treasurer. A. H. Whisler, assistant engineer, Pennsylvania, Philadelphia, Pa., was elected a director to fill the unexpired term of Mr. Chaney, terminating in 1948, and N. D. Howard was elected to fill the unexpired term of the late A. L. Kleine, terminating in 1947. Directors elected for full four-year terms were R. H. Gilkey, division engineer, Central of Georgia, Savannah, Ga., and Henry C. Koch, roadmaster, Belt Railway of Chicago, Chicago.

Six subjects were selected at the meeting for investigation by technical committees during the ensuing year. These are as follows: Advance Preparation of Track for Rail Renewals; Methods of Increasing the Production of Extra Gangs; Roadmasters' Responsibility in Controlling Maintenance of Way Costs; Safety in Operation of Motor Cars and Work Equipment; Installation and Maintenance of High-Speed Turnouts; and Development and Training of Track Foremen. The report of the secretary indicated that the association has a total of 651 members in good standing.

Meeting separately after the adjournment of the conventions the newly-elected executive committees of the two associations voted to hold the conventions simultaneously again in 1947, during the week of September 15.

Hastings Outlines the Problems Ahead

The address by Mr. Hastings at the joint opening session on Tuesday morning dealt principally with the task confronting the railroads in meeting intensified competition,

and the part that maintenance of way and structures men can and must play toward accomplishing that task. Speaking of the need for improved service to satisfy the public, he said that "past performances are soon forgotten—the public lives in the present—they want to know, 'What have you now?', not what you have done—not what you may do at some far distant date, but what are you doing?"

Citing figures to show how railway operating costs are increasing, Mr. Hastings said that in the face of this situation the railroads must maintain their properties in better condition, and that the watchword must be to "prepare for higher speeds and greater safety with economy." This situation, he said, "calls for the best from every one of us. Every means that can be devised should be used to reduce operating and maintenance costs and to increase safety and efficiency."

He deplored the huge expenditures of public funds that are being made in the interest of competing forms of transportation "while our railways finance, build, maintain, operate and pay taxes on the property created out of private capital—our taxes going to help pay for part of the public utility that becomes our principal competitor, whereby all of the ideas of fair play, one of the fundamental principles of our Americanism of the past, are seemingly cast to the winds". Concluding, he urged his listeners to "let your voices be heard, your ideas known, your influence felt, and we shall yet overcome the obstacles and keep our rightful place in the transportation industry as it lies before us."

Conn Cites Danger of Public Ownership

"Fundamentally, the one problem before the United States in rail transportation—in all transportation—is the preservation of the industry in private ownership." This was the initial sentence—and the theme—of Mr. Conn's address on Problems Ahead in Rail Transportation. Stating he is convinced that if "we do not soon consummate policies that will preserve the common-carrier industry in private ownership, there may be *no* private industry left in the United States", Mr. Conn declared that leaders of state socialism are following a definite program "in their attempt to discredit and undermine the principle of private enterprise," and pictured vividly the evils that would result if these efforts are successful.

Mr. Conn then described the present policies and principles of regulation that he feels will lead inevitably to government ownership of the transportation industry, these including conflicting federal statutes and opposing policies of regulation; the policy of the government in promoting direct competition between its capital, which need earn no return, and private capital, which must earn a return; restrictions and prohibitions on the several forms of transportation regarding the owning or operating of other forms of transportation; and the effects of a large volume of transportation business handled by shippers and producers for their own account.

After presenting a series of recommendations for congressional action, designed to correct the situation, Mr. Conn said that, "if private ownership is to prevail, national policies must result in a system of competitive agencies in which the gross revenues of each, derived from the lowest possible basis of individual rates, will leave a net return sufficient to attract private capital on terms no less favorable than those enjoyed by other major industries."

F. R. Layng Shows Way to Lower Cost

In his address, Can Maintenance of Way Costs Be Reduced?, Mr. Layng first reviewed the increases in labor costs that have occurred in recent years and then discussed in considerable detail the various avenues along which maintenance men can proceed to reduce costs. His remarks in the latter respect were prefaced by the comment that "one of the first things is to convince ourselves that there are ways and means available to make substantial reductions in maintenance costs, and then to convince those in direct charge of the work that this can be done."

Discussing supervision, Mr. Layng emphasized the necessity of taking such steps as will make it possible for maintenance of way officers in direct charge of work to bring to their jobs "real intensive planning, inspection and leadership". Taking up the matter of machines in maintenance of way work, he quoted figures to show how the use of modern power equipment results in greater output per man-hour and a better quality of workmanship. He also emphasized the importance of adopting every method that promises to increase the service life of materials, using as examples the manner in which the life of ties and rail has been extended.

After a brief discussion of the possibilities of effecting economies by retiring unused facilities, he turned to a detailed discussion and analysis of methods of reducing labor costs in track maintenance. Noting that the stiffer the track structure, the less the labor required to hold it to a desired standard, he said that, in attaining stiffer track, rail is most important, quoting figures to show how the cost of stiffness decreases as the weight of rail is increased.

Figures were presented to show how the number of man-hours on his road chargeable to Account 220, Track Laying and Surfacing, have decreased over the years as the weight of the rail has increased and as other improved practices have been put into effect. He estimates that, in heavy-traffic territory, in changing from the 130 or 131-lb. section to the 152-lb. section, the saving in labor chargeable to Account 220 alone will be sufficient to pay for the additional cost of the heavier section in from three to four years. "In other words," he said, "one of the greatest labor-saving devices we can use is one of the heavier rail sections". A more detailed abstract of Mr. Layng's discussion of the merits of the heavier rail sections will appear in a subsequent issue.

General Gray Lauds "Boys" of Company A

An outline of the organization and functions of the Military Railway Service formed the first part of General Gray's address on The "Boys" of Company A. This discussion was concluded with a detailed analysis of the organization, duties, personnel and equipment of the "A" Company of a Railway Operating Battalion, this company being equivalent to the maintenance of way department in a division superintendent's organization.

General Gray then traced the activities of the Military Railway Service from February, 1943, when 25 officers and men of headquarters, First M. R. S., were flown over the Atlantic as an advance echelon, opening headquarters in Algiers, North Africa, on February 9. The manner in which decisions were made and priorities issued for railway lines to be rehabilitated and operated by the M. R. S. was described. Pointing out that the reconstruction of demolished bridges was the principal task confronting the "A" companies in North Africa, General Gray described some of the problems encountered and the methods used in the work.

Regarding operations in Italy, General Gray said that, from the fall of 1943 to the summer of 1944, the "A" companies and assigned troops rebuilt more than 1,000 miles of track, constructed more than 15,000 ft. of new bridging, and reconstructed 24 tunnels with a total length of 20 miles. Next, he gave essential information regarding some of the more interesting bridge reconstruction jobs in Italy, France and Germany.

After discussing the work performed by "A" company troops of the Second M. R. S. following the invasion of France across the English Channel, General Gray listed a number of enlisted men whose names "stand out in memory and in record," noting that "he could, and possibly should, name every man" if time permitted. "The American railroad man," he concluded, "is without doubt the best in the world, and the A company men of the American Army's Military Railway Service were the finest construction and maintenance men the world has ever seen or ever will see."

Grouting Progress Reviewed by Blair

While there have been no major developments in roadbed grouting during the past year, many additional miles of track have been grouted and "we have a further history as to the ability of roadbed grouting to stand up and of economies resulting from grouting," said Mr. Blair in his address on Developments in Roadbed Grouting. About 500 miles of track have now been

grouted in the United States, he said. Noting that there are successful installations of grouting that have been in service as much as 10 years, Mr. Blair said that the "annual savings in maintenance expense run from 8 to 10 times the cost of grouting where short critical water pockets are concerned, to an annual saving of one-half the cost of grouting where stretches of one mile or more are concerned."

Although roadbed grouting is used primarily to cure soft track resulting from water pockets, many miles of track have been grouted during the past two years, which, instead of having the typical water pockets, were giving trouble because the subgrade was composed of plastic clay that, in shrinking during dry weather, developed large cracks that produced rough track during such periods. By employing a grouting procedure that causes these cracks to be filled, the clay is prevented from expanding when moisture contacts the subgrade material, thereby forestalling the formation of cracks during ensuing dry periods.

After stating that new models of grouting machines developed by several manufacturers will be ready for delivery next year, Mr. Blair remarked that while a great deal would be heard about the two schools of thought in grouting procedure—the "rich grouters" and the "lean grouters" — the method to be chosen will be dictated by such factors as the materials available, the type of roadbed to be grouted and the funds in hand.

To date there have been no failures that would indicate that either of these systems is to be preferred, he said. At present it appears that the "essential requirement of the grout mixture is that it be the easiest pumping mixture in order to keep the pumping pressures as low as possible."

Bentley Describes Safety Program

In explaining how the Chesapeake & Ohio won the Harriman Gold Medal in 1945, Mr. Bentley first discussed the essential qualifications of good supervisors and foremen, particularly those that are necessary if the men under them are to be safe workers, and said that these qualifications are insisted upon by his railroad. Proceeding with an outline of "some of the activities embraced in a good safety program" he mentioned the need for a general safety agent to direct all safety activities, and for supervising safety agents to assist him in the field, describing the functions of the latter in some detail.

Other measures described as constituting elements of the safety program on the C. & O. included the use of safety committees "everywhere" on the railroad; the issuance of a book of safety rules, which was developed when it was found that 95 per cent of injuries was caused by improper acts of employees; employment of the competitive spirit by means of departmental safety contests, including an annual safety conference for the award of trophies; a safety contest set up by the chief engineer and arranged by the supervisors under his jurisdiction; a system for recognizing the efficiency of foremen in preventing accidents among their men; and the issuance of weekly safety bulletins in the maintenance of way department.

Mr. Bentley also discussed the percentage of train accidents caused by defects in or improper maintenance of way and structures, the use of goggles and safety shoes, and the investigation of accidents by committees.

Reviewing the safety record of the maintenance of way, bridge and building and engineering departments of the C. & O., he said that, while in 1945 these departments had 23.5 per cent of the man-hours on the railroad, they suffered only 15 per cent of the injuries.

Magee on Tie Plates

"There are two important considerations involved in selecting tie plates", said Mr. Magee at the outset of his paper on What Size and Design of Tie Plate? "One is to determine the most advantageous size and design of plate for the particular service conditions. The other is to convince the management that you need that big a tie plate."

Mr. Magee first discussed what the size of tie plates should be to prevent the crushing of the wood fibers, a matter that resolves itself into "a question of economics, balancing the increased cost of larger tie plates against the longer life to be obtained from ties." Considerations then discussed by Mr. Magee as having a bearing on the situation included the substantial increase that has occurred in recent years in the cost of ties, the relatively smaller increase that has taken place in the base price of rolled steel tie plates, and the added tie life that may be anticipated from increasing the size of tie plates. Regarding the latter topic Mr. Magee concluded that "if the average tie life being obtained is less than 25 years, then the larger size plates are more economical. If the average tie life being obtained is more than 25 years, then there is no advantage in using a larger plate than is being used."

Mr. Magee then turned his attention to the question of design, stating that "while the area of the tie plate is primarily a question of economics, the design of the tie plate is principally determined by engineering considerations." Some of the thoughts expressed here were that a cant of 1:40 on the rail seat is the most satisfactory; that he is much in favor of using a flat rail seat with the edges beveled somewhat to avoid the rail base contacting the sharp edge of the plate.

Mr. Magee felt also that when present research work is completed the advantages of using one design of tie plate for tangent and light curves and a different design for sharp curves will be clearly indicated; and that when no separate tie-plate fastening is used there may be some advantage in having two transverse ribs on the bottom of the tie plate.

Protzeller on Ballast Cleaning

In his paper on the Why and How of Ballast Cleaning, Mr. Protzeller first dealt with the functions of ballast, placing particular stress on the necessity of the ballast insuring a resilient or elastic support for the ties and rails. He then discussed at length the resiliency of the track structure and its component parts, in which he demonstrated that the modulus of elasticity of crushed stone ballast is dependent on the cleanness and dryness of the individual pieces and the amount of lubricant on the surfaces. After demonstrating the economic value of track having a high degree of stiffness and resiliency, he said that ballast cleaning, properly performed, materially increases these properties by removing the mud and water that lubricate the ballast particles.

Following a theoretical discussion of capillary action, Mr. Protzeller explained how such action affects the ballast section, resulting in saturated ballast with all its disadvantages. How cleaning the ballast eliminates capillary action was then explained. Next, he discussed the practical considerations that determine how much of the ballast section can be cleaned. The questions of how close to the ends of the ties the ballast should be excavated and to what depth it should be cleaned were also considered.

Mr. Protzeller then turned his attention to the question whether the crib ballast should be cleaned, concluding that, "in general, simply because crib cleaning is expensive, it is good practice to clean the cribs about half as often as the rest of the ballast section." After noting that machines are now available for removing crib ballast to the track shoulders, he made recommendations regarding the depth and shape of the excavations in the cribs to secure the best results without weakening the track structure. The extent to which the volume of material to be cleaned is augmented when the crib ballast is added was then discussed. The final portion of Mr. Protzeller's address dealt with the problem of disposing of the dirt that is removed from the ballast when it is cleaned.

Committee Reports

The six reports presented at the convention by technical committees dealt with a variety of timely problems confronting the maintenance of way forces. Abstracts of these reports follow.

Ballast-Selection and Upkeep

Explaining that the primary functions of ballast are (1) to transmit the load from the track structure to the subgrade as evenly as possible; (2) to hold the ties in place; and (3) to drain water away from

the ties, the Committee on Selection and Maintenance of Ballast, headed by H. W. Kellogg, division engineer, Pere Marquette, went on to describe the properties of the ideal ballast. Such ballast said the committee, should retain no water, offer maximum restriction to movement of ties, not disintegrate under action of traffic or tamping, be easily worked, be free of dust, and retard vegetation.

After discussing the factors and circumstances that affect the choice of material for ballast, which include the type and density of the traffic handled and the proximity of the source of ballast to its point of application, the committee discussed ballast specifications and the general procedure to be followed in applying ballast. The matter of maintaining ballast properly was then taken up, with emphasis being placed on keeping it clean. A brief discussion of the various types of equipment available for cleaning ballast was included.

Discussing the maintenance of washed gravel ballast, the committee said that, as occasion demands, track ballasted with this material should be given a lift and new ballast added or, if necessary, it should be stripped and new ballast applied. On secondary lines where traffic is not heavy, track ballasted with washed gravel or bank-run gravel can be maintained by track forces for many years with ordinary spot surfacing, provided proper attention is given to drainage. If necessary, a ballast discing machine, operated over this kind of track once or twice each year, will help keep the ballast loose and porous, and will also retard the growth of vegetation.

Overcoming Tie Failures

The report of the Committee on Tie Failures and Measures to Overcome Them, headed by S. H. Shepley, division engineer, Elgin, Joliet & Eastern, was a compendium of the things that should be done to lengthen the life of ties. After listing the various classifications of tie failures—decay and the different types of mechanical damage—the committee said that, to eliminate failures due to decay, certain methods of manufacture, inspection, transportation, seasoning, storage and preservative treatment are required; these were discussed. This section of the report included mention of the vapor-drying process, by means of which ties are seasoned in a matter of hours, compared with the months required for air seasoning.

Following a brief discussion of the treatment of ties, the committee turned to consideration of the various types of mechanical damage and how they can be minimized. Emphasis was placed on the necessity of installing ties properly to prevent damage, of driving spikes vertically to avoid harming the wood fibres, of tamping them properly, of plugging old spike holes, and of coating adzed surfaces with creosote.

Other points brought out by the committee included the need for making careful inspections to determine the yearly tie-renewal requirements; the possibility of increasing tie life by using larger tie plates of better design; the effect on tie life of the methods used to fasten tie plates to the ties; mention of the power adzer as a means of minimizing mechanical wear of the ties; the necessity, from the standpoint of tie life, of maintaining the proper super-elevation on curves; the use of thicker and larger tie plates and adjustable braces at turnouts to prevent tie failures at these locations; the need for giving proper attention to the ballast and of providing a sound, well-graded ballast section; and the possibility that tie failures at joints can be decreased by welding rail into continuous lengths.

Minimizing Slow Orders

The Committee on Minimizing the Need for Slow Orders, of which J. C. Jacobs, division engineer, Illinois Central, was chairman, dealt with this subject from the viewpoint that any condition which requires either a temporary or permanent speed restriction handicaps the operating department in maintaining fast schedules, and that the responsibility for keeping such conditions to a minimum rests principally with maintenance officers.

For the purposes of its report the committee divided slow orders, or speed restrictions, into three principal classifications, as follows:

1—Permanent restrictions because of curve conditions, junction turnouts, light or worn rail, bridges, etc.

2—Permanent or semi-permanent (often seasonal) restrictions because of unstable roadbed, soft spots, danger of sliding fills, cuts, etc.

3—Temporary restrictions because of rail renewals, ballasting, surfacing, bridge renewals, bad-riding track, heaving track, floods, severe storms, and other emergencies.

The first two classifications were dismissed with relatively brief comments, after which the remainder of the report was devoted to a comprehensive discussion of the types of slow orders in the third classification and ways of keeping them to a minimum. Helpful suggestions were made for minimizing slow orders due to heaving track, and when surfacing track, laying rail and doing various types of bridge work. Emphasis was placed on the necessity of giving careful study to the matter of programming work in such manner as to affect a minimum number of trains.

One of the measures suggested by the committee is to concentrate operations as much as possible and to use sufficient force and equipment to accomplish the work in the shortest time consistent with good workmanship. It also discussed the possibility of minimizing slow orders by "killing" track in multiple-track territory, thereby permitting all out-of-face work to be done on "dead" track.

Other matters discussed by the committee included the "fleeting" of trains past work gangs in heavy-traffic, single-track territory to allow sufficient time for the gangs to do the work effectively and economically; the necessity for close cooperation between maintenance officers and operating department personnel; the need for defining clearly in slow orders the limits of the slow track and the maximum speed permissible; and the proper use of caution signals.

Inspection of Rail

"The operation of detector cars over a territory should in no way relieve the track forces from making a constant and thorough visual inspection of the rail, as there are some types of failures that such cars do not discover and some failures they do not identify correctly because of influences outside of the rail itself." This is one of the fundamental statements contained in the report of the Committee on Inspection of Rail by Track Forces, of which J. A. Stonebraker, roadmaster, Atchison, Topeka & Santa Fe, was chairman.

Listing the more common types of rail failures, the committee said these include transverse fissures, compound fractures, engine-burn fractures, horizontal split heads, vertical split heads, piped rail, split webs, broken bases, rail damaged by broken wheels or during derailments, and head-and-web separations. Each of these types of failures was discussed in turn, the discussion usually including a brief description of the characteristics of the failure and a suggested procedure for locating and identifying it by visual inspection.

In conclusion, the committee stated that the "nature and frequency of visual inspection from rail to rail, and the methods to be employed, must of necessity be determined by the past performance of the rail as to failures, as well as by the curvature, grades, density of traffic, rail section in use, actual loading, class of territory, and the general standard of track maintenance employed. The track forces should be on the alert continuously to locate rail failures of every type, and should be able to identify correctly all types of failures found. They should also make every effort to correct maintenance practices and abuses that lead to rail failures."

In C. T. C. Territory

Many special problems of track maintenance are encountered in C. T. C. territory, according to the committee reporting on this subject, of which G. L. Morrison, assistant engineer maintenance of way and structures, Southern Pacific, was chairman. A considerable portion of the report was devoted to a discussion of the special attention that must be given switches in such territory if they are to function properly at all times. This discussion included reference to the need for maintaining switch points to the proper gage, alinement, surface and fit; giving proper attention to switch braces, tie-rod bolts and switch-point slide plates; and of assuring adequate

drainage through the maintenance of a ballast section of sufficient depth.

Pointing out that the running of the rail will adversely affect the switch and signal-control mechanism quicker than any other factor, the committee said that the anchoring of rail at switches is a "must" job in C. T. C. territory, and went on to describe how this is done on one railroad by a plan that calls for using from 1,100 to 1,500 rail anti-creepers at each switch.

The matter of equipping switches in such territory with switch heaters was also considered particularly important by the committee, which said that a one-inch snowfall can cause motor-controlled switches to fail. Various aspects of the problem of installing and operating switch heaters were then discussed at some length, including the necessity of providing an adequate system of drainage around switches in snow territory.

Regarding sidings in C. T. C. territory, the committee noted that they should be built and maintained to a higher standard than is necessary in conventional operation. Rail-renewal work in C. T. C. territory also requires special attention, said the committee, because, unless handled properly, such work presents the possibility of greater train delays than in other territory.

Pointing out that motor-car operation by the maintenance of way forces through C. T. C. territory should be governed by signal indicators, the committee made suggestions regarding the operation of such cars. Other matters discussed included the operation of work trains in C. T. C. territory, and the use of "call-on" lights at relay houses adjacent to C. T. C. switches, which can be turned on by the dispatcher as a signal to the maintenance forces that he wishes to get in touch with them.

Using Machines Efficiently

In the assignment of maintenance of way work equipment, subdivision, division or regional limits must disappear and sub-department or departmental ideas must be forgotten, declared the committee reporting on Means of Obtaining the Maximum Use of Maintenance of Way Powered Equipment, of which A. H. Whisler, assistant engineer, Pennsylvania, was chairman. "Many roadmasters, supervisors, division engineers, etc.," continued the committee, "will not agree to such an arrangement, especially those with an obsession that they should keep a piece of equipment, even though it must lie around idle a large part of the time, simply because they might have use for it in the future".

After discussing the need for programming work carefully to get the most out of the machines used, and of using the proper machine for the particular job, not overlooking the advantages of multiple-purpose machines, the committee gave considerable attention to the desirability of programming work in such manner as to provide for the use of a maximum number of machines on each job. It was pointed out that this practice spreads the cost of supervision, promotes competitive spirit in the gang, and reduces the cost of transporting fuel and supplies. The necessity of operating machines in the proper sequence was also stressed.

Emphasis was also placed by the committee on the necessity of moving machines from one job to another in such manner that they will not be damaged and that the loss of working time will be reduced to a minimum; the need for keeping machines in a state of proper repair at all times to avoid breakdowns and consequent loss of time in the field; and the importance of using thoroughly trained and properly qualified operators if the best performance of machines is to be achieved. "A machine may be in the best of condition when it leaves the shop," said the committee, "yet be ruined by an inexperienced or careless operator in a short time, disrupting the work of an entire organization".

* * *

Door Lock and Hinge Combination

A combination to further economy by permitting one-man closure of the heaviest individual drop-bottom gondola doors is being announced by the Wine Railway Appliance Company, Toledo 9, Ohio. This combination includes a new spring hinge in conjunction with an improved Wine master drop-door lock to assure easier, faster and positive operation of drop-bottom doors under the most adverse conditions.

The Wine spring hinge and master door lock combination enables one man to close the heaviest drop bottom gondola doors

The lock has been improved by the addition of a pry-bar fulcrum on the bracket casting as well as an adjustable door-beam extension. The pry-bar fulcrum eliminates the pry-bar loop, or fulcrum plate, on the side of the car between each pair of locks and it gains the advantage of placing the fulcrum nearer the point of operation. Distorted doors may now be closed easier and faster with the aid of a small pinch bar. The adjustable door-beam extension makes possible correction of most irregularities between the door and the floor of the car. This means that loss of lading, through seepage, will be reduced to a minimum.

The spring hinge is a development which eliminates the necessity of more than one man being used to close even the heaviest drop-bottom doors. It is designed about a coil spring. The actual function of the hinge is based on variable eccentricity. The hinge revolves about two standard hinge pins. A minimum moment arm is in effect when the door is open and it gradually increases as the door is closed. With the door open, the spring is in full compression and very little actual door weight remains for the operator to raise. Any weight door may be handled with ease by using one or more hinges per door.

The combination does not change the optional operation feature of Wine drop-bottom gondola locks. Single- or multiple-door opening is provided for the consignee and full control of lading can be maintained at all times.

Rapid-Roller Gravity Conveyor

Development of a gravity roller type conveyor said to facilitate handling of revenue freight from car to truck and from truck to car as well as to speed unloading or loading of railway material moving in and out of storage, has been announced by the Rapids-Standard Company, Grand Rapids 2, Mich.

Known as the Rapid-Roller Conveyor, this unit which has a weight carrying capacity up to 100 lb. per section ft., comprises sections of tubular 16 gage steel rollers, 2 in. in diameter, and mounted on free-running, single-row radial ball bearings. The rollers are spaced on 3 in. centers and are set in a 12 gage steel frame.

Standard roller sections, which are available in 5 ft. or 10 ft. lengths and in 12 in. or 18 in. widths are coupled with self-locking flexible couplers, said to facilitate easy coupling without sacrifice of strength. Free movement on turns is possible with either double or single lane curve sections. The entire assembly is mounted on steel standards which may be adjusted by means of raising or lowering the telescoping T-head support.

A gravity-type Rapid-Roller conveyor in service

The Clark Trucloader handling express business

Clark Equipment Company Trucloader

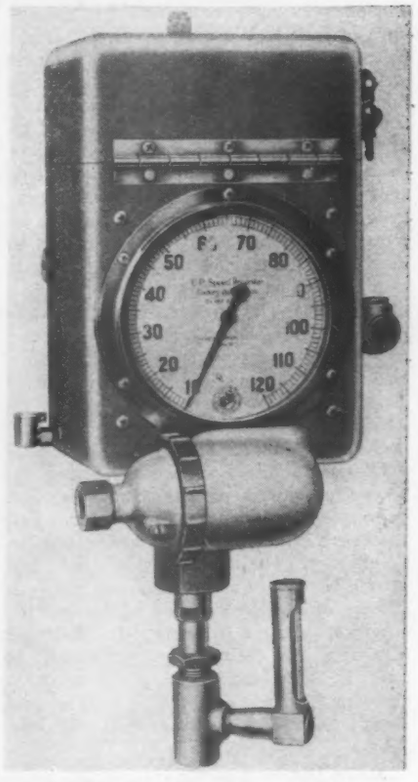
By quickening the flow of material between freight cars at one end and highway trucks and trailers or stock room and warehouse at the other, the Trucloader, a model of fork truck developed by Clark Tructractor, Battle Creek, Mich., is proving useful in helping to solve problems at railway shipping points. Designed specifically to handle palletized unit loads within the narrow limits of truck and trailer bodies, the Trucloader has been found to be applicable to transferring material directly from a freight car to a trailer or warehouse, and to the handling of pallet loads in plants or warehouses.

Basically a smaller, lighter edition of the Clark carloader fork truck, the Trucloader has a capacity of 1,000 pounds. Because of its light weight it can handle loads in elevators which lack capacity to carry heavier units. The Trucloader is built in both gas-powered and battery-powered models.

Pneumatic Speed Recorders

A railway speed record for both high- and low-speed service that accurately charts and permanently records the movement of a locomotive in miles per hour has been developed by the Chicago Pneumatic Tool Co., 6 East Forty-fourth street, New York 17. Analysis of its record indicates: (1) running speed and distance traveled, (2) acceleration, (3) deceleration, (4) backward and forward movement, and, (5) slippage and sliding of wheels.

Speeds are indicated by a five-inch illuminated dial and are accurately recorded on a paper tape which is ruled lengthwise to indicate the miles traveled, and divided vertically in terms of miles per hour. The high-speed recorder charts speeds of 10 to 120 m. p. h.; the low-speed recorder charts speeds of 0 to 75 m. p. h. The recording mechanism in both models consists of a marking device attached to the shaft of a hydraulic piston and a positive displacement rotary pump which is driven directly from a drive wheel or drive axle on the locomotive. Its output is in direct proportion to the speed of the locomotive. An increase or decrease in pump output is reflected in the movement of the piston, the marking device being raised or lowered to plot the speed recording accurately.



The Chicago Pneumatic high-speed recorder

Features include improved dial illumination, and two optional controls, a micro switch and a solenoid coil. The micro switch may be used to open or close pilot circuits controlling warning devices or overruling controls. The solenoid coil, when energized, indicates train-control acknowledgment or other data required by maintenance or operating departments.

GENERAL NEWS

District 50 Defers Long Island Strike

Rules negotiations resumed as brotherhoods say they will stay on job

Acting three hours before the strike deadline of 12:01 a.m., September 24, members of the United Mine Workers' District 50 voted a four-week postponement of their threatened walkout against the Long Island. The postponement, recommended by the union's leaders in Washington, D. C., established 12:01 a.m., October 22, as the new strike deadline and paralleled the action taken on August 22 by the approximately 900 train service employees represented by District 50 when, about six hours before the first scheduled walkout, a time extension was voted to give a three-man emergency "fact-finding" board appointed by President Truman thirty days in which to investigate the trainmen's demands for rule changes and pay increases.

William J. Dalrymple, head of the railroad division of District 50, said the second postponement was approved because of President Truman's decision on September 20 to extend for thirty days the date by which the fact-finding board must report its decisions to him.

Officials of the Long Island, before the second postponement was announced, had expressed themselves as hopeful that full passenger and freight service could be maintained, even if District 50's men had struck, because of assurances from the local officers of the Brotherhood of Locomotive Engineers and the Brotherhood of Railroad Trainmen that their respective national offices in Cleveland, Ohio, had instructed them to tell their men not to violate their contracts and to keep working at their own jobs.

Road Planned to Operate—Eugene L. Hofmann, superintendent of the Long Island, said that with qualified supervisors taking the place of brakemen, where it was necessary for safety, regular passenger and freight operations could have been maintained if the individual members of the brotherhoods fulfilled the pledges made by their leaders.

On September 24, the board, at a brief conference in the United States Court House, New York, persuaded the railroad and the union to resume negotiations. Frank M. Swacker, chairman of the board, requested both sides to refrain from making any statements to the press after the meeting. Representatives of both parties to the dispute agreed to meet privately at 9:30 a.m. on September 26 to attempt to reach a settlement.

It was understood as this issue went to press that some of the rule changes demanded by District 50, and which were not among those covered by the year's moratorium on changes accepted by the "standard" brotherhoods in the settlement of the national railroad strike earlier this year, may be one of the matters discussed at the meeting on September 26. It has been suggested that concessions to demands for changes in those rules could be made without disturbing the terms of the national settlement.

William White Says R. R. Boldness Needs Public Backing

The public has only a vague knowledge of the current need by the American railroads for a sufficient margin of earnings, after expenses, with which to provide adequate facilities of transportation being demanded by business expansion, William White, president of the Delaware, Lackawanna & Western, told members of the Allegheny Shippers' Advisory Board, which met this week at Youngstown, Ohio. Mr. White cited as of paramount importance the immediate need of the railroads for thousands of new freight cars to relieve the existing and growing car shortages, the expansion of the program of providing modern passenger equipment, the rebuilding of engine and freight terminals, the installation of more modern train signals and, eventually, better station facilities.

"I doubt whether there is a railroad president in the country today who feels that the increased freight rates requested from the Interstate Commerce Commission are adequate to provide the earnings that should be had to take care only of the bare necessities of his railroad without indulging in so-called luxury expenditures," he continued. "We hear a great deal about the necessity of the railroads earning net railway operating income of $1,000,000,000 per year. There was a time when that was adequate, but net railway operating income of $1,000,000,000 today is not sufficient for the railroads to provide the kind of transportation machine that we know is necessary. The railroads spent $6,750,000,000 from 1923 to 1930 for additions and betterments to plant and equipment. This took courage, and it takes courage now to embark upon a program of spending vast sums of money for the improvements that we know are needed. Many of the railroads are attacking the problem boldly as they did in 1923, hopeful that the American public and the regulating agencies will permit earnings that will justify a hopeful future outlook, and because they know that railroad transportation needs vast improvement and they must be in position to compete successfully with other forms of transportation."

Public Must Help Get Good R. R. Service

Neff says carriers can't do job alone since they're not own masters

Other business men may wonder why railroad people have to do so much talking about their problems to the public—but the explanation lies in the fact that the railroads are semi-public institutions, with practically everything they do subject to public control. Such was the message of Paul J. Neff, Missouri Pacific chief executive officer, to a group of Dallas, Tex., business men on September 10—the occasion being a luncheon presided over by W. G. Vollmer, president of the Texas & Pacific, of which Mr. Neff is a director.

Public Is Boss—"Public bodies determine what rates we shall charge for service and sometimes they subsidize our competitors," said Mr. Neff. "Public bodies also determine what wages we shall pay, frequently, whether we can afford to pay them or not; and many public bodies determine the many taxes we shall pay. We are regulated at both ends—that is why we need public interest in our efforts.

"The Crosser Bill, passed in the last few days of Congress, added $100 million a year to the railroad tax bill. This was a bill to extend all sorts of additional pension and medical service to railroad employees. Of course in the end the public will pay the bill. They should have fought it.

"During the war there has been unusual cooperation between the railroads and the public. Shippers and receivers have given the finest cooperation to the request of the railroads, the I. C. C., Office of Defense Transportation and others charged with getting maximum utilization of railroad facilities, and utilizing the reduced car supply to the fullest extent.

"The immediate medium was the Shippers Advisory Boards. By reason of this cooperation, loading per car was increased about 20 per cent which, of course, in effect made 20 per cent more cars available. This job is not yet complete because, like most business in the country, we have not yet been able to get car manufacturing back on a pre-war basis. Whether it be O. P. A., the 40-hour week, tired workmen, or general confusion I cannot say, but the production of new freight cars is distressingly small.

Industry's Waste of Cars—"Industry itself is, to a considerable extent, responsible for what is now commonly referred to as a car shortage. Until industry established

(*Continued on page 526*)

Burlington Shows Two-Way Yard Radio

All switchers in Chicago yard to be so equipped as soon as possible

On September 19, the Chicago, Burlington & Quincy demonstrated its permanent installation of two-way radio communication between three yardmasters' offices and the locomotives used in switching and transfer service in the Chicago area. A special train carrying representatives of newspapers, magazines, and radio broadcasting stations, was operated from the Chicago Union Station to the stock yards and to the three Burlington yards: The passenger car yard at Fourteenth street; the industrial yard at Western avenue; and the road train yard at Morton Park, which is 8.5 miles west of Fourteenth street.

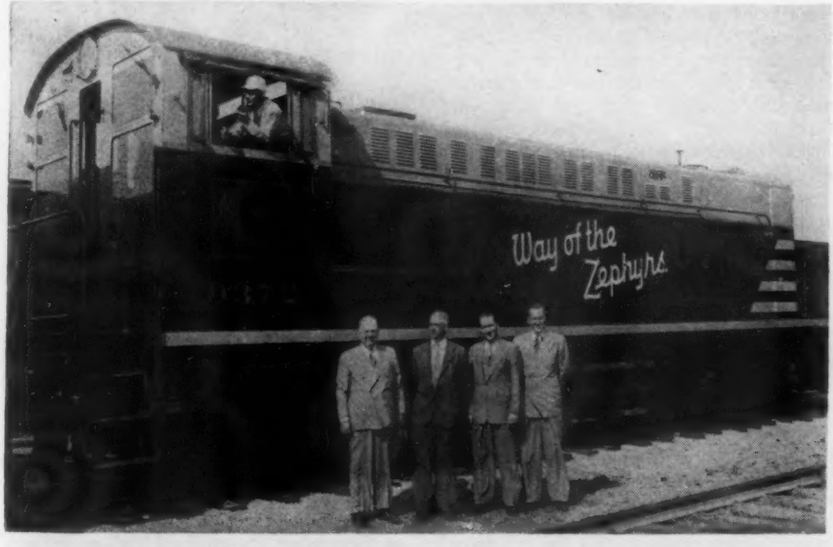
Eleven of the 20 Diesel-electric locomotives used by the Burlington in switching and transfer service are equipped with the two-way radio apparatus, and the remainder are to be equipped as soon as practicable. The special radio equipment in the three yard offices are connected to a fixed radio station with an antenna on the Burlington general office building near the Union Station. The radio equipment was furnished by the Railroad Radio division of the Bendix Aviation Corporation.

In a radio program recorded on the demonstration train, and broadcast later by station WMAQ, Chicago, J. C. Starbuck, assistant division superintendent, explained how the yard communication is used to expedite the pick-up and delivery of cars at factories, warehouses and in the stock yards, and H. H. Hasselbacher, superintendent of telegraph, explained some of the technical details of the radio communication system. During the luncheon, Donald Ashton, executive assistant of the Burlington, stated that in the last two years the Burlington has cooperated with Bendix in developing radio equipment adaptable to railroad service, not only in terminals but also in road service. John W. Hammond, general sales manager for Bendix Radio, complimented the Burlington on its pioneer spirit in the development of train radio, explaining that the satisfactory results on the Burlington in 1943 and the early part of 1944 were important evidence in the hearings before the Federal Communications Commission which later assigned 60 radio channels for the use of railroads. Mr. Hammond stated that his company made radar apparatus but that, in his opinion, radar is not adaptable for improving railroad safety.

H. C. Murphy, vice-president in charge of operation on the Burlington, gave an extended explanation of the benefits of radio communication in road service as well as in yards and terminals. For example, the yardmaster can keep in touch with switching crews which are serving industries and making transfers, and, in numerous instances, make deliveries or pick-ups on short notice, thus giving better service. In road service, when a conductor learns of a hot box or dragging equipment on his train, he can telephone the engineman to stop the train instead of depending on hand signals or applying the brakes from the rear. Similarly, the train-phone saves time in making repairs or setting out the car, as well as in getting the train coupled again.

E. J. Swissheimer, a locomotive engineman in yard service, stated that the radio communication saved time, explaining that, in one instance, when he was about ready to pull a cut of cars from a yard, he received a call from the yardmaster stating that a train had just arrived with two cars of perishables, and directing him to take these cars. Thus the cars were delivered sooner than otherwise would have been possible.

An article concerning the early stages of the Burlington installation appeared in the *Railway Age* of December 9, 1944. Another article will appear after the remaining locomotives at Chicago are equipped.



One of the Diesel-electric switching locomotives equipped with two-way radio communication. Engineman E. J. Swissheimer in the cab, and standing in the foreground left to right are E. Flynn, executive vice-president, and H. H. Hasselbacher, superintendent telegraph, Burlington, John W. Hammond, general sales manager, and P. B. Tanner, railroad radio sales manager, of Bendix Radio

Sees Railroads Taxed by Record Harvests

Kendall emphasizes need for still more efficient use of available box cars

Satisfactory handling of this year's record crops "will tax railroads to the utmost," according to Warren C. Kendall, chairman of the Car Service Division, Association of American Railroads, who was also able to report, in his latest monthly review of the "National Transportation Situation," that the railroads and shippers alike "are making new records in their use of box cars." In the latter connection Mr. Kendall noted that, despite a reduction of about 13,000 in the number of serviceable box cars, the total loadings in that type of equipment during the five weeks ended August 31 were up 9.4 per cent from last year—1,924,075 as compared with 1,759,587.

Nevertheless, the C. S. D. chairman went on to say that the possibility exists for further improvement, "providing shippers, receivers, and railroads do their utmost in getting the existing slack out of box car movements." He conceded that it is not possible to measure just what this slack may amount to, "but that it exists to a certain degree is known." Later on, Mr. Kendall expressed his belief that a reduction of one day in the turn-around time would so augment the car supply as to "materially relieve the present shortages."

"The art of transportation," he also said, "consists of all parties using such facilities in doing their best to see that cars are at all times properly and efficiently used. The situation requires that efforts which were made toward obtaining maximum efficiency during the period of war shall not slacken during this period of reconversion."

Abnormal Conditions—Mr. Kendall's warning of the crop-movement difficulties ahead was preceded by his reference to the fact that the railroads are now approaching the season of the year when peak requirements for freight cars generally may be expected. He noted, however, that, aside from the assured crop situation, the outlook is "somewhat problematical" due to "continuing labor disturbances which have forced the placement of embargoes restricting movements into certain areas and curtailed production in other sections of the country." As to the crops, this season's harvest is an all-time record, exceeding the previous high of 1942 by about 5 per cent and the average of the last 10 years by about 30 per cent. The C. S. D. chairman admitted that as of September 18 there were still "hundreds" of country elevators closed for want of freight cars and a "few million" bushels of grain on the ground; but "this condition is improving gradually."

As the foregoing indicates, Mr. Kendall's discussion of the equipment situation by types of cars reported that the greatest single area of box car shortage is in the Northwest where the harvest is now in full swing. At the same time, "requirements for transportation of agricultural crops and other needs in all sections of the country

continue at a high level," and "every effort is being made by the Car Service Division to equalize the supply in accordance with the needs in different parts of the country as well as between railroads."

Summarizing the outlook, Mr. Kendall said that "there will be no lessening in demands for box cars for the next 45 to 60 days." He also referred to efforts being made by the railroads direct and through the Office of Defense Transportation to obtain materials for car repairs and for new cars on order. "There appears," he added, "considerable promise that much can be done in this connection prior to January 1, next."

Stock-car conditions have recently been "somewhat easier" due to a lull in loadings, but it is anticipated that the heavy northwest range movement will soon get under way, thus greatly increasing the demand for stock cars. The automobile-car situation remains much the same as it has been, with automobile manufacturers continuing in their inability to reach full-scale production.

Record Coal Loadings—Turning to the open-top car situation, Mr. Kendall said that it is one wherein the railroads "urgently need continued cooperation of shippers and receivers" in the expeditious release of that type of equipment. He noted that recent coal production has been at "unprecedented seasonal levels," with weekly loadings exceeding 1944's all-time records. Along with these coal loadings has come a heavy increase over 1945 in the loadings of coke, ore, sand, gravel, and other commodities using hopper cars.

Also, recent demands for gondolas of all types "have been extremely heavy, with near capacity operation of steel mills and general revival of construction work." Another factor has been the bumper sugar beet crop in the Central West and Northwest of approximately 120,000 carloads (30 per cent above last year) which "seems destined to be an all-time record." And gondola dumps and hoppers assigned to the beet service during the next 90 days "will have to be turned around from 12 to 15 times."

Requirements for flat cars "are nearly as heavy now as they were during the end of the war period a year ago." Because of the demand in the Northwest for lumber loading, the C. S. D. recently found it necessary to send approximately 2,000 flats from the Central West to Oregon and Washington. Flats have also been in heavy demand for movements of agricultural implements and machinery in the Middle West. With respect to covered hoppers, Mr. Kendall reported "no let up" in demands, despite the addition of more than 2,000 to the supply of such cars since the first of the year.

Reefers Relocated—While refrigerator car loadings during the latter part of August were slightly less than in the corresponding period of last year, Mr. Kendall reported that "the demand is quickening very fast and it apparently will be only a short time before difficulty will be experienced in meeting requirements." Meanwhile, the lull in loading did permit a relocation of reefers to those areas where the greatest need will be felt. Also, the refrigerator car lines "are making every effort through government agencies and otherwise to obtain material necessary to complete, as soon as possible, repairs to cars which are now out of service." Moreover, C. S. D. is informally advised that there are now orders outstanding and in contemplation for about 12,000 new reefers.

With respect to l.c.l. traffic, Mr. Kendall reported that it "continues at a high level," loadings of recent weeks having been almost 20 per cent above those of corresponding 1945 weeks. "Taking into account the heavy loadings required under General Order ODT 1 Revised, this represents a very large and increasing volume of l.c.l. freight," the C. S. D. chairman observed. He reported some progress on reducing the increased accumulation of l.c.l. which piled up in freight houses on the Labor-Day week-end, "in spite of many freight houses working one or both days." Shippers and carriers were again urged to take advantage of situations wherein it is possible to bypass intermediate transfers by loading overhead l.c.l. cars.

The latest figures on the turn-around time of all freight cars show that in August it was 13.2 days as compared with 13.9 days in July and 14.69 days in June. August detention reports indicated that 16.47 per cent of the cars placed during that month were detained for a longer period than the 48 hours free time. This compares with 17.24 per cent for July and 17.74 per cent for August, 1945.

Engineer Sees Purified Air As Coal's Goal

Air purification rather than smoke abatement should be the No. 1 project of the solid fuel industry, Joseph Harrington, advisory engineer for the Northern Illinois Coal Corporation, Chicago, Ill., declared at the opening of the seventh annual coal utilization conference, College of Engineering, University of Illinois. "We want to abolish smoke, not decrease it—we want to purify the air to every possible extent," he told the several hundred shippers, distributors, retailers and burning equipment delegates on hand for the three-days conference.

Solid fuel was defended against the "popular mind that usually associates smoke with coal." "As a matter of fact," Mr. Harrington said, "the fluid fuels, gas and oil, can produce just as dense smoke, and perhaps a more offensive one, than coal. They have a common property, greatly to their advantage, however, in that they are more uniform in character, permitting precise control of feeding devices or burners, with perfect mixing with air for complete combustion."

One of the problems facing the fuel engineer is to design mechanical stokers and combustion chambers so as to provide for coal the same inherent requirements of complete combustion that gas and oil burners provide for those fuels, the engineer declared. He added the hopeful note: "We are today approaching that point."

Mr. Harrington said he believed the industry is now ready to "go the full route" for air purification. The manner of arriving at it, he said, would be to follow these basic principles:

1. Build up an aggressive public sentiment that will induce smoke offenders to take remedial measures.

2. Divide air pollution offenders into classes.

3. Provide instruction and education in proper operation and maintenance of burning equipment.

4. Develop equipment, apparatus, stoves, furnaces, stokers, or whatever is required along the lines of complete, smokeless combustion.

L. C. L. Schedules Shortened by Illinois Central

Improved l.c.l. freight schedules from Chicago and East St. Louis, Ill., to Memphis, Tenn., Birmingham, Ala., and points beyond will be inaugurated by the Illinois Central, effective September 30. The road's fast Chicago-Birmingham merchandise train, SE-1 will continue to leave Chicago at 7:30 p.m., daily, except Sunday, but it will arrive at Birmingham at 6:00 p.m., the next day instead of at 2:00 a.m., the second morning as before. It will handle cars for Centralia, Ill., Carbondale and Cairo and Fulton, Ky., now operating on train MS-1, enabling faster scheduling of that train. Merchandise from East St. Louis will depart from that point at 9:00 p.m., as at present, and will be moved in the SE-1 from Carbondale. The new schedule is expected to assure early second-morning deliveries in Birmingham and to effect better connections to other points in Alabama, Georgia and Florida.

The MS-1, overnight Chicago-Memphis l. c. l. train, will leave Chicago at 7:40 p.m., 10 min. later than at present, and will arrive in Memphis at 10:35 a.m., instead of 11:20 a.m. Cars for New Orleans will continue to arrive in that city at 6:00 a.m., the second morning.

Chesapeake & Ohio to Spend $834,000 for Machinery

The Chesapeake & Ohio has authorized the expenditure of $834,000 for additional machinery installations in its car shops at Russell, Ky., R. J. Bowman, president, has announced. The machinery, for fabricating the steel to be used in repairing approximately 3,000 cars annually, will consist of shears, punching machines, forging machines, furnace, presses, lift trucks, and related machinery.

The operation will provide employment for approximately 50 additional men, the announcement said, adding it probably will take the better part of a year to obtain delivery of the various items and to get the facilities in operating condition.

C. E. Johnston for Publicity in Rules Case

The proposal of A. F. Whitney, president of the Brotherhood of Railroad Trainmen, made recently at the Miami (Fla.) convention of that organization, to embark on a broad public relations program "to lay our case before the American people," on September 25, received the unqualified endorsement of C. E. Johnston, chairman of the Western Association of Railway Executives.

"We hope Whitney will go through with

his plan," Mr. Johnston said. "The half hundred rules changes which the trainmen and engineers struck for last May would add about $1½ billion annually to railway expenses. That is about twice as much money as would be produced by the rate increase which the railroads are now seeking to offset the 50 per cent increase in wages and materials since the beginning of the war.

"Many of the proposed rules are in the 'racket' category—pay and even overtime for services not performed, and the creation of unnecessary jobs. Some would place management jobs under the jurisdiction of the unions. Another would arbitrarily reduce the length of trains to far below the hauling power of the modern locomotives in which the railroads have made heavy investments to increase railway efficiency. Having railroads capable of carrying heavy loads made it possible to meet the transportation emergency during the war," he declared.

Army Needs Mechanical Engineers and Draftsmen

The Rail Branch of the Transportation Corps Board, New York Port of Embarkation, Brooklyn, N. Y., needs qualified mechanical engineers and mechanical draftsmen who have experience in performing research work on all types of railroad rolling stock involving specific experience in railroad engineering; including the designing of steam locomitives, internal combustion locomotives, or passenger and freight cars. The salaries of these Civil Service positions range from $4,000 to $8,000 per annum for mechanical engineers, and from $3,000 to $5,000 per annum for mechanical draftsmen. For more detailed information regarding these positions, write to the Civilian Personnel Branch, Recruitment and Placement Section, New York Port of Embarkation, First avenue and 58th street, Brooklyn, N. Y.

Southeast Shippers Board Meets

The seventy-sixth meeting of the Southeast Shippers Advisory Board was held in the Hotel Mayflower, Jacksonville, Fla., September 19, with General Chairman A. W. Evans, traffic manager of the Savannah Sugar Refining Corporation, Savannah, Ga., presiding. An increase of 66,210 cars, or 7.4 per cent, was forecast in carloadings in the southeast region during the fourth quarter of 1946 compared with performance during the corresponding period last year.

Highlights of the meeting were addresses by L. R. Powell, president of the Seaboard Air Line, who discussed the plans of the railroads to meet shipper and passenger requirements, and Harold Colee, executive vice-president of the Florida State Chamber of Commerce, who described the possibilities of Florida as an agricultural and industrial state as well as a mecca for tourists. The national transportation situation was summarized by H. E. Stringer, assistant to chairman, Car Service Division, Association of American Railroads, Washington, D. C.

Lucien Bauduc, traffic manager of the South Coast Corporation, New Orleans, La., was elected general secretary of the board to fill the unexpired term of T. B. Gudia, formerly of New Orleans, who has been transferred by the Flintkote Company to the Chicago Heights, Ill., plant.

At the conclusion of the meeting, a resolution was passed unanimously commending the action of Director J. Monroe Johnson of the Office of Defense Transportation in securing necessary priorities for the construction of railroad equipment.

Freight Car Loadings

Loadings of revenue freight for the week ended September 21 totaled 899,053 cars, the Association of American Railroads announced on September 26. This was a decrease of 8,116 cars, or 0.9 per cent under the preceding week, an increase of 61,760 cars, or 7.4 per cent, above the corresponding week last year and an increase of 1,170 cars, or 0.1 per cent, above the comparable 1944 week.

Loading of revenue freight for the week ended September 14 totaled 907,169 cars, and the summary for that week as compiled by the Car Service Division, A. A. R., follows:

Revenue Freight Car Loading

For the Week Ended Saturday, September 14

District	1946	1945	1944
Eastern	169,480	153,998	162,272
Allegheny	192,660	183,863	190,874
Pocahontas	66,629	58,352	53,540
Southern			
Northwestern	131,498	116,945	122,212
Central Western	140,175	138,112	140,412
Southwestern	63,925	61,951	76,540
Total Western Districts	346,902	342,943	362,588
Total All Roads	907,169	856,101	891,486
Commodities:			
Grain and grain products	50,577	59,509	50,128
Livestock	13,677	19,683	20,126
Coal	193,210	180,037	171,321
Coke	13,979	11,927	13,797
Forest products	52,694	43,956	43,391
Ore	69,165	74,169	78,556
Merchandise l.c.l.	121,367	107,863	107,846
Miscellaneous	392,500	358,957	406,321
September 14	907,169	856,101	891,486
September 7	794,483	729,854	825,166
August 31	908,440	860,342	897,603
August 24	884,957	853,426	904,871
August 17	887,570	652,832	886,623
Cumulative total, 37 weeks	28,603,061	30,344,297	30,935,555

In Canada—Car loadings for the week ended September 14 totalled 79,924 cars, as compared with 70,406 cars for the previous week and 73,717 cars for the corresponding week last year, according to the Dominion Bureau of Statistics.

Totals for Canada:	Revenue Cars Loaded	Total Cars Rec'd from Connections
September 14, 1946	79,924	32,668
September 15, 1945	73,717	31,740
Cumulative Totals for Canada:		
September 14, 1946	2,512,569	1,256,000
September 15, 1946	2,542,913	1,325,960

N. Y. C. Adds Trains

The New York Central will add two new passenger trains eastward from Chicago when the fall timetable is made effective September 29. The first of these, to be known as the "Advance Wolverine" will operate to Detroit, Mich., over the Michigan Central, leaving Chicago at 12:30 p. m. daily, and arriving in Detroit at 7:05 p. m. Through sleeping cars to New York and to Boston, Mass., will be handled by this train to Detroit, where they will be added to the "Wolverine", thus giving service to eastern points from numerous intermediate points not served by the "Wolverine." The schedule of the eastward "Wolverine" will also be improved by a reduction of 20 min. in its running time from Chicago to New York. It will leave Chicago at 1:30 p. m., and arrive in New York at 9:00 a. m.

On the main line of the New York Central, a new train, the "Prairie State Limited", will be added from Chicago to Cleveland, Ohio, stopping at Englewood (Chicago); South Bend, Ind., and Elkhart; and Toledo, Ohio, Sandusky, Elyria and Lynndale. The new train will leave Chicago at 4:00 p. m. daily and arrive in Cleveland at 11:10 p. m. These changes are in addition to those reported in the *Railway Age* of September 21.

Lehigh Valley Clerks Vote Strike

It has been announced that the Lehigh Valley's clerks and freight handlers have voted to strike over the road's entire system, the date for the walkout depending on action of the brotherhood's headquarters. Among the grievances cited by union leaders as grounds for the threatened strike was the recent transfer of employees to and from the Philadelphia, Pa., and Bethlehem headquarters allegedly without regard for housing or other circumstances.

General Port Embargo Off

With the settlement of the general maritime strike, the Car Service Division of the Association of American Railroads on September 23 completed the lifyting of the embargo which it had placed against portbound freight on September 5. The Atlantic and Gulf ports were removed from the embargo last week while complete cancellation came with the removal of Pacific ports on the 23rd.

Two days later, on September 25, however, C. S. D. placed a similar embargo on movements to Los Angeles Harbor, Calif., where strike conditions remained.

Land-Grant Repealer Becomes Effective October 1

Complete repeal of the land-grand-rate law will become effective October 1 under the provisions of the Boren Act which was approved by President Truman last December. The act, sponsored by Representative Boren, Democrat of Oklahoma, who has been defeated for renomination, completes the job started by the Transportation Act of 1940, which abolished land-grant rates with respect to railroad service provided to the government on non-military freight and passengers but left the deductions applicable to military and naval supplies and personnel.

Evidence of record in the pending Ex Parte 162 rate-increase case indicates that land-grant deductions on Army, Navy, and Marine Corps shipments and travel would amount to about $33,300,000 during the current fiscal year ending June 30, 1947, if they were to remain in effect throughout the year. When the repeal legislation was under consideration during the war period,

estimates of the deductions put them as high as $20,000,000 a month. The delayed effective date was a concession to those who insisted that the deductions should remain in effect until the heavy military movements of the war's aftermath were completed.

Meanwhile the repealer provides that any military transportation contracted for by the government prior to October 1 shall be eligible for the deductions. And it directs the Interstate Commerce, in the exercise of its power to prescribe just and reasonable rates, to give "due consideration to the increased revenues which carriers will receive as a result of the enactment of this act, so that such increased revenues will be reflected in appropriate readjustments in rates, fares, and charges to shippers."

Southern Pacific is Granted Hike in Commuter Fares

The Southern Pacific will receive an estimated $169,548 additional annual revenue from its San Francisco peninsula commuter travel as a result of an increase in commutation rates granted September 17, by the California Railroad Commission. The S. P. reported that the hike in fares will reduce by $14,000 per month a present operating loss of $25,000 per month on the commuter service.

Louis J. Masson, assistant general auditor of the road, testified that the company was losing $799,680 annually on the commuter traffic, basing his figures on the volume of June, 1946. In petitioning for the increase, the S. P. stated that wages have risen 26 to 81 per cent since 1920, when the present rates went into effect, and that maintenance costs have increased as much as 157 per cent. The rates affect approximately 8,000 commuters daily.

Link Radio, Wire and Cable for Emergency C. T. C. Operation

A test arranged by the Pennsylvania in conjunction with communications companies successfully demonstrated for the first time last week that beamed radio, wire and cable circuits normally employed in carrying commercial messages may be utilized in emergencies to transmit electrical impulses to control railroad switches and signals. According to the railroad, the demonstration opens the way for utilization of beamed radio and other circuits as standby channels to keep trains moving when regular railroad communication lines may be damaged by floods or violent storms.

The tests involved the use of commercial communications circuits off the railroad property, and did not include the inductive train telephone which the Pennsylvania is introducing in its operations, in the use of which the railroad's regular pole line circuits are utilized.

The test, conducted at a signal control tower at Red Bank, Pa., 65 miles north of Pittsburgh on the Pennsylvania line to Buffalo, employed a special 900-mile linking of existing wire, cable and beamed radio circuits extending from the control tower to Pittsburgh, Washington, D. C., Philadelphia, New York, and back to Pittsburgh and the tower. It was arranged in cooperation with the Radio Corporation of America, the Western Union Telegraph Company, and the Union Switch & Signal Company.

A centralized traffic control machine at the Red Bank signal control tower actuates switches and signals over 53 miles of the railroad line to Oil City. During the demonstration, the electrical code impulses traveled from the Union Switch & Signal Company C. T. C. machine to Pittsburgh over Pennsylvania wires. The impulses then passed over Western Union wire and cable circuits to Washington, D. C., and Philadelphia. The Western Union radio beam circuit, developed by R. C. A., carried the impulses from Philadelphia to New York, whence they returned to Pittsburgh over telegraph wire circuits. From this point, transmission was over railroad wires back to the control tower, when the impulses entered the regular wires to throw the switches and set the signals. About a fifth of a second was required for the impulses to flash over the 900-mile circuit to operate the railroad switches and signals. Other code impulses, which inform the towerman when the operation is completed, traveled the same special route, but in the reverse direction.

"Flying Post Office" to Make Coast-to-Coast Flight

The second demonstration flight of a "flying post office," a coast-to-coast hop by a twin-engine airplane operated by United Air Lines, will commemorate the beginning of 5-cent air mail on October 1; its departure from New York is scheduled for 9 a. m. and its arrival at San Francisco on October 2 at 8:53 a. m. The first flight of such a postal plane, specially equipped and with clerks aboard for the sorting of mail en route, was scheduled by Trans-World Airlines on September 25, between Washington, D. C., and Chicago, as reported in the *Railway Age* of September 21.

The United plane is scheduled to arrive at Chicago at 1:45 p. m. on October 1, with other principal stops at Cleveland, Ohio, Omaha, Neb., Denver, Colo., Cheyenne, Wyo., and Salt Lake City, Utah. With a cruising speed of 200 m. p. h. it will carry up to 16,000 lb. of air-mail freight and attain a top speed of 240 m. p. h.

Professional Transportation Society Formed

The American Society of Traffic and Transportation was formed by a group of prominent transportation and traffic men at a meeting in Cincinnati, Ohio, recently.

The aims of the Society, which is characterized as similar to the British Institute of Transport, are set forth in its constitution as follows:

"The objects and purposes of the organization are to establish standards of knowledge, technical training, experience, conduct and ethics and to encourage the attainment of high standards of education and technical training requisite to the proper performance of the various functions of transportation."

It plans to accomplish this program by the "composition an publication of outlines and syllabi of materials for study, the dissemination of information designed to advance the profession, the assistance to educational institutions or other organizations conducting or planning to conduct courses of study in transportation and traffic and the conducting of examinations for membership in the society."

Membership in the organization, which is sponsored by the Associated Traffic Clubs of America, is open to those engaged in transportation or traffic administration, either in independent practice or through employment by any industry, carrier, civic, industrial or trade organization or governmental agency. The society will hold its first meeting at Columbus, Ohio, on October 2.

H. A. Hollopeter, transportation director of the Indiana State Chamber of Commerce, Indianapolis, Ind., is president of the group. Other officers are: Grover Plowman, vice-president, United States Steel Corporation of Delaware, Pittsburgh, Pa., vice-president; W. H. Ott, Jr., general traffic manager, Kraft Foods Company, Chicago, secretary-treasurer; Dr. G. Lloyd Wilson, professor of transportation and public utilities, University of Pennsylvania, Philadelphia, Pa., director of education; F. J. Wall, vice-president, New York, New Haven & Hartford, Boston, Mass., vice-president for New England region; R. R. Luddecke, director of traffic, Standard Brands, Inc., New York, vice-president, Trunk Line region; A. H. Schwietert, traffic director, Chicago Association of Commerce, Chicago, vice-president, Central region; A. W. Vogtle, vice-president, DeBardeleben Coal Corporation, Birmingham, Ala., vice-president, Southern region; L. P. Siddons, traffic manager, Holly Sugar Corporation, Colorado Springs, Colo., vice-president, Western Trunk Line region; F. A. Leffingwell, secretary-treasurer, Southwestern Industrial Traffic League, Dallas, Tex., vice-president, Southwestern region; W. O. Narry, traffic manager, Richfield Oil Corporation, Los Angeles, Cal., vice-president, South Pacific region; and A. J. Seitz, vice-president, Union Pacific, Omaha, Neb., vice-president, North Pacific region.

Express Embargo Modified

Modification of the nationwide embargo on express shipments to New York, effective at once, was announced by the Railway Express Agency on September 25. Shipments to New York now will be accepted by the Agency, provided each piece does not weigh more than 50 pounds. Perishables, foodstuffs and medicines in unlimited quantities will continue to be accepted.

Seaboard Plans New Train

The Seaboard Air Line has announced plans to inaugurate a new train between New York, Washington D. C., Richmond, Va., Atlanta, Ga., and Birmingham, Ala., on December 12. As tentatively scheduled, it will leave New York at 1:00 p.m., Washington 5:25 p.m. and Richmond 8:15 p.m., arriving at Atlanta at 8:00 a.m. and Birmingham at 11:59 the next morning. Northbound the train will leave Birmingham 5:00 p.m., Atlanta 8:00 p.m., arriving at Washington at 10:30 a.m. and New York 2:50 p.m. the following day.

The new train will be powered by Diesel-electric locomotives and equipped with streamlined stainless steel reclining in-

dividual seat coaches and sleeping cars which temporarily will be the present standard Pullman type. New lightweight sleeping cars of streamlined design are now on order and will be placed in service as quickly as deliveries can be effected. All coach seats on this train will be reserved in advance at no extra charge. It also will include a tavern-lounge-observation car and dining car.

The Seaboard has announced that a contest will be conducted to select a name for the new train. A prize of $500 will be awarded to the person who submits the most suitable name together with the best composition of fifty words or less giving the reasons for the selection of that particular name. The contest will close October 10 and all entries must be postmarked not later than 11:59 p.m. of that date.

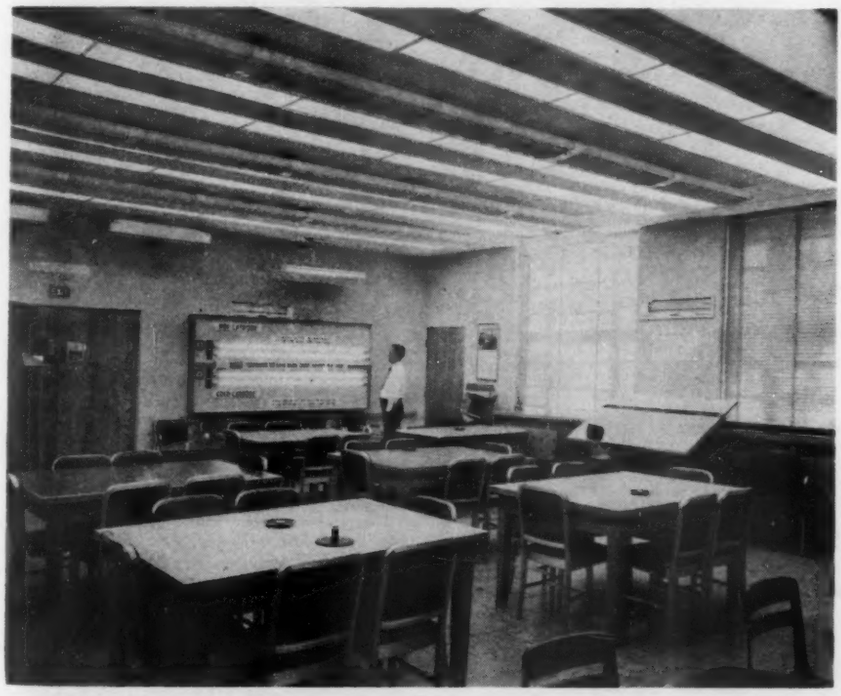
Lighting Institute Rededicated

The General Electric Lighting Institute, Nela Park, Cleveland, Ohio, was formally dedicated in a ceremony on September 11. The purpose of the institute is to develop and promote the use of good lighting, and it has served in this capacity for the past 34 years. In its role as an educational institution, it has been conducting schools on lighting since 1921.

Now it has been completely remodeled and re-equipped. Various rooms are fitted with the best types of lighting equipment available for such specific applications as industrial lighting, office lighting, home lighting, schoolroom lighting, store lighting, etc., each room having different types of fixtures which can be demonstrated separately or together or can be moved about on trolleys to show the effect of change of position. Elaborate mechanical devices are used for quickly changing from one type of lighting to another.

Other rooms are arranged to show the effects, respectively, of quality, quantity and color of light. Artificial sunlight is created on a sun deck. There are also elaborate exhibits of light sources and there is a large auditorium for lectures and demonstrations.

To those who wish to study lighting, the institute offers one-week and two-week courses covering various phases of lighting application. A two-week course is the equivalent of a full semester of a three-hour class as given by a college or university.



A room in the Lighting Institute equipped for demonstrating office and drafting-room lighting

Public Must Help Get Good R. R. Service

(*Continued from page 522*)

itself on a five-day week basis, railroad cars were loaded and unloaded on aturdays the same as on other week-days but at the present time most industry is closed on Saturdays and because of the penalty of time and one-half or double time for loading and unloading cars on the sixth day, the cars are now standing still on that day. The result has, in effect, been to reduce the car supply by one-sixth.

"The railroads are in the market for a great many products to restore their tracks and other facilities to pre-war standards. Lack of lumber, lack of steel plates, lack of wheels, lack of ties and lack of people willing to work where jobs are waiting, are all contributing to slowing down of this restoration. Likewise the restoration is going to be slowed down unless the public bodies who govern our rates see fit to give us reasonable increases in rates to offset the tremendous increases which have been granted to our employees in wages by government fact-finding boards; also money to cover the large increases in the cost of materials which in most cases are necessary because of increases in the wages in other industry."

The Missouri Pacific's chief executive called attention to the continuing government subsidization of agencies of transportation competitive with the railroads, and asked his audience to consider the revision of regulatory laws to place all forms of transportation under one federal board. He mentioned the improved, through east-west passenger service to provide streamlined trains from the Atlantic seaboard as far west as El Paso; and, he added, "if our friends west of El Paso will cooperate with us, we will put you on a transcontinental route in every sense of the word." He bespoke the support of his hearers for the Bulwinkle Bill to erase all doubts as to the legitimacy of the "bureau method of rate-making", which, he said, will be reintroduced in the next session of Congress. Continuing, he said:

Labor Troubles—"We are coming to the end of the road in this country in limiting the cost of transportation unless some new means is found of adjusting management-labor disputes. The Railway Labor Act was designed to be a means of adjusting disputes through the medium of public opinion but public opinion has ceased to have any particular bearing in the adjustment of these disputes and in its place economic pressure has prevailed. It seems to me in fairness to both sides that new and better legislation should be passed.

"Between the time of World War I and World War II the railroads expended $13 billion for the improvement of tracks, construction of better cars and locomotives and all of the other things which go to make up a railroad plant. Only because of these expenditures were the railroads able to do the vast job of transportation which they performed during World War II. They can only do this as they are prosperous enough to do so." Mr. Neff closed his address by enumerating some of the items in equitable treatment of the railroads by the public which are necessary if the carriers are to prosper.

Adjustment Board's Division One Faces Heavy Load

A total of 2,845 separate cases arising from claims of train and engine service employees and allied litigation remain to be decided by the First Division of the National Railroad Adjustment Board, which is currently meeting in full session, following complete reorganization of the panel of carrier members early in September (see *Railway Age* for August 24, page 348). Of this work load, some 1,815 cases are yet to be heard by the board, while the remainder await decision.

The division discontinued its hearings and further consideration of claims in June, 1945, following the decision of the United States Supreme Court in *Elgin, Joliet & Eastern vs. Burley*, which, as was reported in the *Railway Age* of June 16, 1945, page 1072, held that employees may bring individual claims against a carrier after an award has already been made by the Adjustment Board. About July 31, concurrent

with management-labor conferences seeking to adjust the difficulty caused by the decision carrier members returned and hearings were resumed for a short interim until September 19, 1945, when all consideration of cases was discontinued. Sessions of the Division resumed on a somewhat limited basis on June 24, 1946.

Joint Exhibit of Maintenance Materials and Machines

For the first time in the history of the two organizations, the Track Supply Association and the Bridge & Building Supply Men's Association held a joint exhibition of the materials, supplies, machines and other equipment used in the construction and maintenance of the railways. This joint exhibit, held in the exhibit hall of the Stevens Hotel, Chicago, was made possible by the fact that the American Railway Bridge and Building Association and the Roadmasters' and Maintenance of Way Association of America held concurrent (but not joint) meetings at the Stevens on September 17, 18 and 19, as is reported elsewhere in this issue.

The officers of the Track Supply Association who were responsible for the planning, preparation and conduct of the track phases of the exhibit this year, were: President, H. C. Hickey, the Rail Joint Company, Chicago; first vice-president, M. H. McFarlane, O. F. Jordan Company, East Chicago, Ind.; second vice-president, J. B. Templeton, Templeton, Kenly & Co., Chicago; secretary-treasurer, Lewis Thomas, general sales manager, Q. & C. Co., Chicago. Directors, H. E. Kirby, assistant engineer, Chesapeake & Ohio, Richmond, Va. (honorary); C. O. Jenista, Barco Manufacturing Company, Chicago; L. I. Martin, Morden Frog & Crossing Works, Chicago; Kenneth Cavins, Fairmont Railway Motors, Inc., Chicago; T. E. Rodman, Maintenance Equipment Company, Chicago; R. W. Torbert, Oxweld Railroad Service Company, Chicago; and Edward Wray, Purchases and Stores, Chicago.

Likewise, the officers of the Bridge and Building Supply Men's Association who arranged for the exhibits of the members of their association were: President, G. B. Coffey, A. M. Byers Company, Chicago; vice-president, W. L. McDaniel, Massey Concrete Products Company, Chicago; treasurer, G. R. Betts, Armco Drainage & Metal Products, Inc., Chicago; secretary, E. C. Gunther, Duff-Norton Manufacturing Company, Chicago. Directors, R. Y. Barham, American Rolling Mill Company, Chicago (honorary); G. W. Morrow, Worthington Pump & Machinery Corp., Chicago; S. W. Hickey, *Railway Age*, Chicago; C. E. Croisant, Lehon Company, Chicago; and Howard Mull, Warren Tool Corporation, Chicago.

In the election of officers of the Track Supply Association, which was held on Thursday of the convention week, Mr. McFarlane was advanced to president, and Mr. Templeton to first vice-president; Mr. Cavins was transferred to second vice-president; and Mr. Thomas was re-elected secretary-treasurer. The new directors are W. A. Peck, the Rails Company, Chicago; J. F. Van Nort, Duff-Norton Manufacturing Company, Chicago; and W. A. Enstrom, P. & M. Company, Chicago.

In the election of officers for the Bridge and Building Supply Men's Association, Mr. McDaniel was raised to president; Mr. Mull was elected vice-president, and Messrs. Gunther and Betts were re-elected secretary and treasurer, respectively. The new directors chosen are L. R. Robinson, Pittsburgh Pipe Cleaner Company, and R. W. Torbert, Oxweld Railroad Service Company, while Mr. Coffey, the retiring president, becomes honorary director.

Altogether 90 companies were represented in the exhibit. A list of these companies, the names of their representatives present, and the products on display follows:

Air Reduction Sales Company, New York—C. A. Daley, M. C. Brink, J. W. Kenefic, U. F. Portell, W. Whaley, D. J. Williams—**Gases, welding** and cutting apparatus; rail cropping apparatus; rivet washing apparatus; flame cleaning apparatus; welding and brazing rods and fluxes.

American Brake Shoe Company, Ramapo Ajax Div., Chicago—J. S. Hutchins, G. A. Carlson, R. Carmichael, C. P. Corrigan, C. E. Godfrey, B. R. Habel, J. V. Houston, A. F. Huber, O. F. Magnus, W. A. Maxwell, E. F. Needham, Jas. McComb—No exhibit.

American Fork & Hoe Co., The, Cleveland, Ohio—Frank J. Reagan, C. C. Connolly, S. L. Henderson, J. J. Nolan, D. L. O'Brien, John Skeel, R. I. Whalen—Stead rail anchors; True Temper rail joint shim; True Temper safety rail fork.

American Lumber & Treating Co., Chicago—R. R. Clegg, F. W. Gottschalk, Henry Garnjobst, R. B. Putnam, R. E. Davis—Samples of Wolmanized, Minalith and creosoted lumber; display pictures.

Armco Drainage & Metal Products, Inc., Middletown, Ohio—G. R. Betts, C. H. Anderson, H. S. Claybaugh, E. T. Cross, V. W. Davis, J. D. Faylor, W. H. Spindler, Felix Truss, C. M. Colvin, N. A. Powell, Wm. Robertson, R. N. Tracy, Geo. H. Brown, A. J. Mistler, Perk Baird, A. H. Baldwin—Corrugated metal culverts; corrugated pipe arches; multi-plate pipe and pipe arches; perforated corrugated pipe; spiral welded pipe; quick-coupling pipe; bin-type retaining walls; standard metal buildings; tunnel liner plates; steel sheeting; guard rail.

Austin-Western Company, Aurora, Ill.—Jess Mossgrove, H. B. Bushnell, George Sines—Model of a railroad-type 30-yd. air-dump car and photographs.

Barco Manufacturing Company, Chicago—C. O. Jenista, F. N. Bard, W. J. Behlke, R. F. Ingebretsen, W. T. Jones, L. J. Lytle, J. L. McLean, C. L. Mellor—Gasoline-operated tie tampers; paving breakers; hammers and rock drills.

Bernuth, Lembcke Company, Inc., New York—A. C. Jack, W. A. Fisher—Elastic spike; tie-plate hold-down spike; Utmost spike; clamp plate.

Buda Company, The, Harvey, Ill. — R. B. Fisher, E. J. Broholm, H. H. Cohenour, R. K. Mangan, R. J. Mulroney, D. Richards, M. J. Rotroff, J. W. Sanford, R. P. Williamson, H. A. Wolfe—Rail bender; power track drill; alloy track jack; earth drill; Diesel nozzle testor; hand track and bonding drills; track liner; track jacks; journal jack; hydraulic jacks; Kunch Klaws jack; self-lowering jack.

Cartier Supply Company, Chicago — V. G. Cartier, W. A. Peck—One-man track tool.

Chicago Pneumatic Tool Company, New York—H. R. Deubel, J. J. Brown, C. L. Butler, S. A. Congdon, J. E. Hopping, W. Pallowick, E. S. Rosselle, J. Kacmarik, T. P. Harris—All air-cooled compressor tie tamper; pneumatic drills; gasoline tie tamper; rock drills; impact wrenches; riveting hammer; rivet buster; electric tools.

Chicago Steel Foundry Company, Chicago—Capt. C. McA. Evans, David Evans, C. K. Garrison, R. L. Otremba, F. J. Ludera—Track liner; journal boxes; couplings; blower nozzles; rail clips; locomotive bin feed screws; swing hanger; truck columns.

Chipman Chemical Company, Inc., Bound Brook, N. J.—N. J. Leavitt, L. A. Elson, C. S. Langdon, A. J. Reading—No product.

City Sales Co., Chicago—R. F. Lindrooth, H. J. Wilkin, R. Lindrooth—Power weed mowers; electric hedge and grass trimmers.

Crerar, Adams and Company, Chicago—Geo. J. Doyle, T. J. Connally, A. Kopala, O. C. Liesendahl, H. C. White — Track tools; track jacks; bonding drills; track drills; shovels; ballast forks; tool handles; electric hand saw and drills; pneumatic hand saw; die starters.

Cullen-Friestedt Company, Chicago—F. P. Cullen, L. B. Bertaux, C. J. Bronez, E. V. Cullen, K. J. Huybers, Jos. F. Leonard, D. L. O'Brien, G. G. Prest—Motion pictures of crane in operation; rail tongs.

Dearborn Chemical Company, Chicago—C. C. Rausch, D. B. Bishop, Howard E. Johnston, Dan Powers, Frank H. Kuhlmann—Rust preventives and wrappers; sealing compound for wood water tanks; material for waterproofing concrete structures.

A. P. deSanno & Son, Inc., Phoenixville, Pa.—E. J. Rohan, A. P. deSanno, Jr., C. H. Davis, G. E. Lipp, D. F. Madigan, Jr.—Grinding wheels.

Duff-Norton Manufacturing Company, The, Pittsburgh, Pa.—J. F. Van Nort, E. C. Gunther, N. A. Sinclair, Robt. Lear—Bridge and building jacks; track jacks.

Electric Tamper & Equipment Company, Ludington, Mich.—H. W. Cutshall, A. W. Davis, G. H. Haywood, J. F. Hensel, R. F. Hermann, M. E. Johnson, George J. Morris, H. D. Piper, J. M. Webb, M. S. Westlund, A. del Paso—Electrical tie tampers and concrete vibrators.

Eutectic Welding Alloys Corporation, New York—W. R. Bajari, A. O. Hazzard, J. R. Koske, A. C. Larweth, P. E. Miller, W. H. Stephenson, Albert E. Zeisel—"Low-temperature" welding alloys and fluxes; the true weld without fusion.

Evans Products Company, Detroit, Mich.—F. A. Keihn, Robert H. Gass, W. E. Kimberlin, C. H. Griffis—Auto-railer maintenance of way truck; Auto-railer officials inspection car.

Fabreeka Products Company, Inc., Chicago—A. E. Bardwell, W. P. Brennan, F. A. Hoffmann, R. R. Howard, S. S. Maurer, F. B. Summers, Jr.—Track, bridge and turntable pads.

Fairmont Railway Motors, Inc., Fairmont, Minn.—Kenneth Cavins, George F. Adams, J. B. Akers, Jr., O. F. Banke, W. A. Banke, Clyde P. Benning, C. W. Brhel, W. D. Brooks, O. F. Buscho, C. J. Dammann, D. E. Doolittle, I. N. Eustis, R. B. Evans, C. F. Green, C. H. Johnson, W. F. Kasper, Fred A. Kaup, N. J. McDonald, John T. McMahon, R. W. Payne, Charles Rager, W. H. Ripken, F. G. Simmons, Harmon Sly, R. W. Stenzel, Ira Sublett, J. P. Wainscott, W. M. Williamson, W. Conroy Wilson—Standard section car; inspection car with cab; gang or B. & B. motor car; grouting machine; spotboard; bolt breaker; right-of-way torch; cutaway inspection car engine; inspection car engine with self starter; wheel axle and bearing display.

Filkins & Son Co., Chicago—A. J. Filkins, E. M. Filkins—No product.

Hayes Track Appliance Company, Richmond, Ind.

Homelite Corporation, Port Chester, N. Y.—Nelson Thompson, T. W. Gramm—Portable gasoline-engine driven self-priming centrifugal pumps; portable gasoline-engine driven generators with tools and flood lights; portable gasoline-engine driven blower.

Hubbard & Company, Chicago—A. C. Laessig, N. A. Howell, A. L. Fridley—Tools; spring washers; rail anchors.

Illinois Malleable Iron Company, Chicago — Dayton T. Hogg, Albert Ericson, Chas. G. Ericson, Eugene C. Mann, L. O. Stratton—Rail anchor, bridge clamping washer.

Independent Pneumatic Tool Company, Chicago—W. A. Nugent, J. A. Bell, H. H. Ritchotte, F. J. Schiel, Mark Sorenson, J. Hill—Portable pneumatic and electric power tools; pneumatic spike drivers; pneumatic impact wrenches; pneumatic and electric saws; pneumatic riveting, chipping and scaling hammers; pneumatic and electric drills, wood borers; pneumatic and electric grinders.

Ingersoll-Rand Company, New York—H. L. Kent, R. C. Baldwin, E. L. Hawes, E. L. Nelson, T. Weigand, John Hansen—Spottamper compressor; pneumatic tie tampers; spike drivers; track wrench; pneumatic tools.

Johns-Manville, New York—Thomas O'Leary, G. J. Campbell, S. M. Eaton, J. I. Farrell, H. J. Landis, W. G. Morehead, R. J. Offutt, K. J. Oswald, A. C. Pickett, W. W. Prosser, F. C. Vandervort, L. T. Youhn, F. Fix—Transite pipe; Transite corrugated; Transite flat; Transite shingles; asbestos pipe coverings; asbestos packings; asbestos roofing materials.

O. F. Jordan Company, East Chicago, Ind.—H. M. McFarlane, A. W. Banton, J. J. Dudzinski, J. C. Forbes, W. J. Riley, C. W. Shipley—Model of spreader-ditcher.

E. B. Kaiser Company, Chicago—E. W. Kaiser, A. G. Kaiser, M. B. Kaiser, C. E. Finger, W. Hubbard, G. Piller, A. Stockenberg—Underground conduits; jacket piping; lead lined piping and fittings; heat exchangers.

Kalamazoo Manufacturing Company, Kalamazoo, Mich.—R. E. Keller, Lawrence Boswell, G. E. Bridge, Geo. W. Hoover, Geo. E. Monroe, Thomas Tough, Henry Vogel—Light-weight section motor car; supervisor's combination gage and level; A. R. E. A. track gage; A. R. E. A. track level.

Kershaw Company, The Montgomery, Ala.—Royce Kershaw, Knox Kershaw, John P. Crow—Cribbing machine; rail derrick; spike setting and distributing carriarge.

Koehring Company, Milwaukee, Wis.—J. R.

Steelman, John Poulter, J. F. Robbins, R. E. Stewart—Railroad mud jack.

Lehon Company, The, Chicago—C. E. Croisant, T. L. Connolly, J. E. Eipper, Tom Lehon, A. C. Senseney, John W. Shoop, E. A. Leonard—Roofing and water proofing products.

Le Roi Company, Chicago—George M. Hogan, R. E. Bell, C. W. Brown, G. M. Dallas, J. G. Dear, J. M. Dolan, James T. Flynn, D. E. Fricker, K. E. Gifford, Donald J. Hogan, J. E. Hogan, D. L. O'Brien, L. O. Stratton—5 k. w. generator; Diesel rail car compressor; combination tractor compressor.

R. G. LeTourneau, Inc., Peoria, Ill.—Geo. Crafton, S. D. Means, E. E. Weyeneth, J. L. Nordine, V. Pray, C. D. Fey—High-speed rubber-tired scraper; wire rope.

Link Belt Speeder Corporation, Chicago — Robert B. Barnes, B. V. Jones, G. H. Olson, K. R. Merrick — Speeder crawler-mounted scale model of 1½-yd. shovel; display pictures of cargo cranes, crawler draglines and clamshell machines.

Lundie Engineering Corporation, The, New York—L. B. Armstrong—Tie plate; rail lubricator; safety tongs; spring rail clips.

Maintenance Equipment Company, Chicago — T. E. Rodman, E. Overmier, P. A. Wells, Jr., H. V. West, Jr., P. J. Wolf—Rail and flange lubricator; derail; switch-point protector.

Mall Tool Company, Chicago—A. O. French, W. Friedrich, E. M. Larson, D. Soderberg, A. W. Mail, R. Ross, R. Schwass—Portable power tools; chain saws; gasoline and electric vibrators; electric saws; electric drills.

Marvel Equipment Company, Chicago—A. M. Andersen, O. E. Quinton, John R. Thorp—Propane switch heater; commercial gas switch heater; oil (wick-type) switch heater; electric switch heater; kerosene torches.

Massey Concrete Products Company, Chicago —W. Lyle McDaniel, Ross Clarke, J. A. Higgs—No products.

Master Builders Company, The, Cleveland, Ohio—B. R. Wood, V. S. Andrews, G. F. Geils, D. Gifford, C. A. Lyon, C. W. Alverson—Cement dispersing agents; non-shrink metallic aggregates; metallic floor hardeners; chemical floor hardeners; colored floor hardeners.

Mississippi Supply Company, Chicago—W. S. Gilpin, R. E. Long, H. A. McCloud, Otto Orlich, Frank S. Williams—Switch heaters; saw blades.

Modern Railroads Publishing Co., Chicago — D. R. Watson, Harry Brown, Kenneth Kruse, Frank Richter, Harold L. Stuart—Copies of magazine.

Morden Frog & Crossing Works, Chicago — Lyle I. Martin, W. Homer Hartz, George F. Killmer—Taper rail; compromise angle bars; adjustable rail brace; miscellaneous forgings, including rail braces; milled and rolled riser slide plates.

Morrison Railway Supply Corporation, Buffalo, N. Y.—George J. Diver, E. W. Smith, David Vogel, J. B. Wright—Switch-point guard; gage holder; track stabilizer; pile shoe; Osmasalts for new lumber; Osmaplastic for poles and piling joinery work.

Murdock Manufacturing & Supply Company, Cincinnati, Ohio—J. Kelso Murdock, Thomas E. Bart—Boxless-type R. R. water service fixture.

Nordberg Manufacturing Company, Milwaukee, Wis.—H. H. Taloys, J. B. Akers, Jr., George M. Cooper, George M. Dallas, J. R. Graham, Stan H. Haigh, James F. Hartley, John E. Hogan, W. S. Isaacs, Clyde K. Jensch, Eugene Larson, Ralph W. Payne, H. W. Protzeller, Lloyd O. Stratton, W. Conroy Wilson—Cribbing machine; spike hammer; rail grinders; gage bar.

Northwestern Motor Company, Eau Claire, Wis.—F. W. Anderson, Otis B. Duncan, Wm. B. Joyce, A. H. Nelson, George G. Prest, Gilbert Heithaus, C. E. Murphy, Milton W. Allen—Heavy-duty track motor car; section track motor car; light section track motor car; inspection track motor car.

Oliver Corporation, The, Cleveland, Ohio—W. E. Miles, H. W. Davis, W. F. Winkler—Industrial wheel tractor; industrial crawler tractor equipped with a front-end loader.

Oliver Iron & Steel Corporation, Pittsburgh, Pa.—Carl Wingerson, J. C. Cullinan, Edward M. Welty—Gage rods; screw spikes; hold-down drive spikes; tie plate drive spikes; frog bolts; heel block bolts; switch bolts; plow bolts; track bolts; sqr. and hex. nuts; timber grips; timber drive spikes.

D. W. Onan & Sons, Minneapolis, Minn.—Perry W. Copeland, Hiram W. Hascall—4000-watt direct-current generating plant; 1500-watt direct-current generating plant; 10 h. p. commercial engine.

Overhead Door Corporation, Hartford City, Ind.—Robert E. Myers—Railroad overhead door.

Oxweld Railroad Service Company, The, Chicago—R. W. Torbert, Lem Adams, G. P. Bogert, M. Burnett, Jr., W. E. Campbell, H. V. Gigandet, F. J. Graham, E. B. Hall, Jr., F. C. Hasse, J. W. Lacey, P. T. McKinney, H. R. Miller, G. B. Moynahan, D. H. Pittman, J. H. Rodger, J. E. Winslow—Cutting and welding blow pipes; special-purpose flame; cleaning, gouging and heating nozzles; pressure regulator for oxygen and acetylene; cutting machine; acetylene flood lights; track specimens—pressure weld, flame-hardened build-up rail ends, flame-straightened joint bars; wrinkle-bent and welded pipe; motion pictures of Oxweld's maintenance of way processes.

P. & M. Company, The, Chicago—John E. Mahoney, D. M. Clarke, William Garrity, P. H. Hamilton, Geo. E. Johnson, Max K. Ruppert, R. C. Schultze—Rail anti-creepers.

Pettibone Mulliken Company, Chicago—G. J. Slibeck, W. A. Blackford, W. F. Brietzke, W. A. Enstrom, E. C. Phillips—Mechanical switchman; hydraulic retarders for spring frogs; automatic switch stand; heavy-duty switch stands; manganese steel rerailers; cribbing equipment; forged adjustable rail braces.

Pittsburgh Pipe Cleaner Company, Pittsburgh, Pa.—L. R. Robinson, B. W. Dougherty, E. C. McFadden, Fred C. Morris, R. T. Ruder, R. H. Williams, Paul Bhame, Barney Noel—Mechanical pipe cleaning equipment.

Pocket List of Railroad Officials, The, New York, N. Y.—B. J. Wilson, Harold A. Brown—Copies of Pocket List of Railroad Officials.

Power Ballaster Company, Chicago—F. H. Philbrick, S. E. Bates, S. Bates, Jr.—Motion pictures of power track cribbing machine.

Q and C Company, The, New York—Lewis Thomas, M. Iseldyke, Jr., L. E. Hassman, G. G. Prest—Switch point guard; guard rail clamp; car stop; car derailer; rail tongue; track gaging tool; tie rods; compromise joints.

Racine Tool & Machine Company, Racine, Wis.—H. A. Schultz, George Christiansen, M. E. Erskine, E. R. Larson, E. L. Clark, J. E. Erskine, R. V. Hill, E. R. Mason—Portable rail cutters; gasoline-driven bonding drill.

Rail Joint Company, Inc., The, New York—H. C. Hickey, Alex Chapman, E. A. Condit, G. H. Larson, J. N. Meade, R. W. Payne, Thomas Ryan, N. H. Snyder, H. L. Lansing, Tom Moore, R. W. J. Harris, W. J. Acker—Rail joints; compromise joints; insulated joints; fibre insulation.

Railroad Equipment, Chicago—Roy Gurley, Mrs. Lucille Johnson—Copies of magazine.

Railroad Products Company, Cincinnati, Ohio —Jas. W. McGarry, Otis B. Duncan, Dan J. Higgins, George G. Prest—Hydrant; high-pressure lubricator; ball and swing joints.

Rails Company, The, New Haven, Conn.—Lester T. Burwell, R. E. Bell, R. H. Bell, F. W. Gale, F. W. Holstein, W. A. Peck, J. V. Wescott, Garwood Burwell — Compression rail anchor; Hot-Trac snow melter; bridge tie anchor; automatic switch point lock; M. & L. track construction; compression screw spike; full-throated cut spike.

Railway Engineering and Maintenance, Chicago —S. W. Hickey, G. E. Boyd, M. H. Dick, R. E. Dove, W. G. Downie, N. D. Howard, P. D. Juraschek, F. C. Koch, H. E. McCandless, C. W. Merriken, Jr., J. M. Rockwell, F. W. Smith, W. L. Turner, Jr., C. A. Zehner—Copies of magazine.

Railway Maintenance Corporation, Pittsburgh, Pa.—Robert M. Jenner, M. Bauer, John F. Casey, Jr., G. H. Hogan, J. B. McWilliams, J. E. Mountford, J. J. King—Ballast mole; rail joint packing.

Railway Purchases and Stores, Chicago—Edward Wray, J. P. Murphy, K. F. Sheeran—Copies of magazine.

Railway Trackwork Company, Philadelphia, Pa. —Wm. D. Hoffman, John Moore — Grinding machines; track drill.

Reade Manufacturing Company, Chicago — Chas. F. Reade, Chas. H. Reade, D. M. DeWitt, C. A. Parish, Tom Moore, Harold Sjoblom, John Stalzle—Chemical weed killer; integral water-proofing (concrete).

Rust-Oleum Corporation, Evanston, Ill.—Jos. C. Simmons, Waldo E. Bugbee, C. E. Murphy—Rust preventative.

Snap-On Tools Corporation, Kenosha, Wis.— M. B. Steinmetz, F. M. Lourigan, W. E. Earl, Richard Sorensen, D. A. Cook—Hand tools.

Sperry Products, Inc., Hoboken, N. J.—S. P. Murphy, J. M. Dickey, T. E. Gilhooley, W. P. Morrison—Sections of defective rails.

Syntron Company, Homer City, Pa.—Ural Martin, D. G. Black, Chetwin Hurd, Dick McHale — Gasoline paving breakers; gasoline spike drivers.

Taylor-Colquitt Company, Spartanburg, S. C. —William E. Gadd, J. F. Renfro, A. B. Taylor, Jr.—Section of cross tie treated by the vapor drying process.

Templeton, Kenly and Company, Chicago— J. B. Templeton, Haig C. Dilsizian, R. B. Hill, F. J. Jakoubek, A. C. Lewis, G. G. Prest, L. F. Roehl, E. T. Scott, W. Simpson, Alvin M. Smith, N. L. Montgomery—Jacks; tie spacers; track shifters.

Timber Engineering Company, Washington, D. C.—R. L. Fletcher, L. P. Keith—Flanged clamping plate; flat clamping plate; spike grids; toothed rings; split rings; shear plates.

Union Metal Manufacturing Co., The, Canton, Ohio—J. R. Burkey, M. B. Grant, J. W. Lewis, W. H. Robertson, D. T. Greth—Fluted steel piling.

Unit Crane & Shovel Corporation, Milwaukee, Wis.—Jack Lumley—Model of crane.

Warner & Swasey Company, Gradall Division, Cleveland, Ohio—S. F. Beatty, Jr., T. W. Kennedy—Motion pictures of Gradall earth moving equipment.

Warren Tool Corporation, Chicago—Howard Mull, Carl F. Baumann, Oscar W. Youngquist—Railroad track tools.

Woodings-Verona Tool Works, Woodings Forge & Tool Company, Chicago—R. J. McComb, H. W. Carr, C. L. Luyster, J. B. Martin, W. H. Woodings, J. M. Moore, G. L. McKewin—Anchors and Triflex joint springs.

Woolery Machine Company, Minneapolis, Minn.—W. F. Woolery, R. J. Moe, H. M. Woolery—Weed burners; creosote sprayers; combination tie-cutter and tie-scorer.

Worthington Mower Company, Stroudsburg, Pa.—Les C. Meskimen—Power sickle mower.

Worthington Pump & Machinery Corporation, Holyoke, Mass.—George W. Morrow, J. S. Bachman, J. S. Clinger, W. H. Duffill, W. J. Fleming, B. T. La Pierre, H. J. Schultz, J. S. Hazen—Non-tilt concrete mixer; Handiair portable railroad compressor; portable self-priming centrifugal pumps; grout injector and accessories; aid tools including tie tampers, paving breakers, hand held rock drills, tampers, clay spades.

Newcomen Society in Tribute to Lehigh Valley

The American branch of the Newcomen Society of England held a luncheon at the Saucon Valley Country Club, Bethlehem, Pa., on September 23 to commemorate the centennial of the Lehigh Valley which is being celebrated this year. The principal address was by Felix R. Gerard, who recounted the early history of the property along the general lines of the article on this subject in *Railway Age* of April 20, page 818. Mr. Gerard was introduced by R. W. Brown, president of the Reading.

Club Meetings

The seventy-sixth regular meeting of the Mid-West Shippers Advisory Board will be held at the Palmer House, Chicago, October 4 at 9:30 a.m. Reports of committees will be given.

The Northwest Car Men's Association will meet October 7 at 8 p.m., at American House, St. Paul, Minn. It will be the annual meeting and election of officers will be held.

On October 8 a dinner meeting of the New England Railroad Club will be held at the Hotel Vendome, Boston, at 6:30 p.m. Lawrence F. Whittemore, president of the Federal Reserve Bank of Boston, will be the speaker.

The Car Foremen's Association of Omaha has scheduled a meeting for October 10, to be held at the Railroad Y. M. C. A. Building, Council Bluffs, Iowa, at 6:30 p.m.

A meeting of the Central Railway Club of Buffalo has been scheduled for October 10 at 8 p.m. at the Hotel Statler, Buffalo, N. Y. A paper entitled "The National Railroad Adjustment Board, Its Origin and Functions" will be presented by M. W. Hassett, former general master mechanic of the New York Central and past president of the Central Railway Club.

The Indianapolis Car Inspection Association has scheduled a meeting for 7 p.m., October 7, at the assembly room in Union Station, Indianapolis. A discussion of Supplements No. 1 and No. 2 of the A. A. R. rules will comprise the program.

With the Government Agencies

$2 Per Diem Opposed by Short Line Roads

Question I. C. C.'s authority to establish rates on punitive basis

Opposition to O. D. T. Director Johnson's suggestion that the per diem charge should be increased from $1.15 to $2 in an effort to discourage "undue detention" of freight cars has been expressed by the American Short Line Railroad Association in a letter to the Interstate Commerce Commission. As noted in the *Railway Age* of September 7, page 415, the O. D. T. director's suggestion was made in an August 29 letter to Acting I. C. C. Chairman Aitchison, which asked the commission to institute an investigation into arrangements with respect to car service.

The commission has invited interested parties to submit by September 30 their views "as to the need and desirability of such an investigation or as to other means that may be adopted to accomplish the object sought." The letter opposing the proposal was the Short Line Association's response to this invitation. It was dated September 18 and signed by J. M. Hood and C. A. Miller, respectively president and vice-president and general counsel of the association.

Among other arguments in opposition to the proposed increase, it questioned the commission's authority to impose punitive per diem charges. Reminding the commission that it is an agency of Congress, with only such authority as has been conferred by statute, Messrs. Hood and Miller find that authority over the per diem matter has been conferred only in section 1(15) of the Interstate Commerce Act, from which the commission also derives the emergency powers relied upon for the issuance of service orders.

The pertinent language, as quoted in the letter, stipulates that in emergencies the commission shall have authority "to make just and reasonable directions with respect to car service . . . without regard to ownership . . . upon such terms of compensation between the carriers as they may agree upon, or, in the event of their disagreement, as the commission may after subsequent hearing find just and reasonable."

"The foregoing," the association said, "is the limit and extent of the commission's authority. It is to be observed that the commission must deal with this subject, if at all, only upon the basis of just and reasonable compensation. It has no authority to deal with the subject upon a punitive basis. There can be no question but that no possible justification can be found for a per diem rate of $2 per car per day as just and reasonable compensation. The commission's Bureau of Transport Economics and Statistics has released its Statement No. 465, File 85-C-3, captioned 'A Study of Per Diem Costs of Car Ownership and Per Diem Charges for Freight Cars.' This study, which has, of course, not yet had a review or action by the commission, makes a strong prima facie showing that the present per diem charge of $1.15 per car per day for freight cars is unjust and unreasonable. This study shows conclusively that no record could possibly be presented to the commission, and no findings of fact could possibly be made by the commission, which would support a conclusion and order fixing the per diem rate at $2.

"The proposal of the director of the Office of Defense Transportation is unsound in principle, because it seeks to treat per diem as a penalty and not as compensation. It is contrary to verything the Congress and the commission have ever said or done with respect to this subject. Per diem has always been recognized as being based on compensation, whereas demurrage is a penalty proposition.

"If the commission should institute an investigation, as requested by the director of the Office of Defense Transportation, it would be going beyond its statutory authority, and any conclusion that per diem should be treated as a penalty, and fixed at $2 per car per day, would be so arbitrary and capricious that no court would hesitate to enjoin the commission's order, not only for that reason, but for the additional reason that it is not supported by a statutory authority."

The letter went on to list "other and equally cogent reasons" why Colonel Johnson's request "should be denied." There it is asserted that the over-all effect of a $2 per diem rate would not be a material, if any, net saving in car days—because other factors "are often determinative and controlling." Also, "the exigencies of freight train and yard crew operations are such that per diem costs are only a small part of the things to be considered"; and the provisions of working agreements "operate to seriously impair the ability of supervisory forces to take full advantage of opportunities to expedite freight cars."

Moreover, the $2 rate would not affect terminal lines which operate generally on a per diem reclaim basis; and yet a "very large portion" of car days are consumed in terminal services. Finally, the short lines, which would be "principally affected," would be "powerless to protect themselves since they own no cars and all of the rules of car distribution and compensation are so designed as to discourage car ownership by short lines."

In closing, Messrs. Hood and Miller reminded the commission that it has pending before it the No. 29587 proceeding wherein more than 160 short lines are assailing the February 1, 1945, increase in the per diem rate from $1 to the present $1.15 and asking that it be cut to 95 cents with an award of reparations.

Argument Under Way in Ex Parte No. 162

Final phase of railroads' plea for increased freight rates opens before commission

The railroads' quest for a 25 per cent increase in freight rates entered the homestretch this week when oral argument in the Ex Parte No. 162 proceeding opened before the Interstate Commerce Commission at Washington, D. C. On the basis of the time allotted to individuals slated to appear, the argument was scheduled to continue into the week of September 30; however, Commissioner Clyde B. Aitchison, presiding, announced at the outset of the proceedings on September 23 that the bench, at its own discretion, would cut short the time assigned to each person in order to complete the argument on September 28.

With J. Carter Fort, vice-president and general counsel of the Association of American Railroads, and chief attorney for the petitioning railroads, reserving his allotted argument time for rebuttal purposes, James M. Souby, general solicitor of the A. A. R., opened the oral argument in behalf of the petitioners. He told the commission that the railroads' need for additional revenue at the present time is "so great" that "it is surprising they are not asking for much higher freight rates than they are now requesting."

A 37 Per Cent Rise in 1919—Declaring that the railroads are seeking freight rate increases averaging less than 20 per cent, Mr. Souby pointed out that the present request is "considerably below" the rate increases granted the railroads between 1916 and 1919, when rail freight rates rose from a level of 3.3 per cent below the 1910-1914 average to a level 33 per cent above that average, an increase of 37.6 per cent.

"That increase . . . during the first World War is in striking contrast with the situation we have here where the railroads came out of World War II with the same level of freight rates with which they went in," he said. Mr. Souby also called attention to the fact that the rate increases authorized by the I. C. C. in 1920 raised the freight rate level to a point where it was 80.3 per cent above the 1916 level—judging by the ton-mile earnings in 1921, which, he said, was the only full year those increases were in effect.

"The proposal of the railroads here, if granted in full, would result in a rate level less than 20 per cent above the level in effect prior to World War II," Mr. Souby continued, at the same time pointing out railroad wages and cost of supplies have increased 50 per cent since 1939 and thus have added more than $2,000,000 to the carriers' operating costs.

The A. A. R. attorney said that despite the fact that the railroads are handling record peace-time freight and passenger traffic, they will have an estimated net income in 1946 of $29,000,000, without taking into account carry-back tax credits on excess profits taxes of earlier years. He predicted that on the basis of the present rates, the 1947 deficit will total $312,000,000, without carry-back credits, while if the rate increases sought are granted, the 1947 income will total $247,000,000, or less than one half what the railroads must have "in order to provide the sort of transportation which the nation requires."

Mr. Souby said that due to the long hauls and the kind of traffic moved by the railroads during the war, railroad revenues rose out of all proportion to the increase in tonnage during the war years. He stated that the 1944 gross revenues of Class I roads on all traffic originated by them averaged $4.92 per ton, as compared with $3.64 per ton in 1940. Pointing out that the average is steadily going down and "can be expected to decline further," he pointed out that for the first five months of 1946 the average gross revenue per ton on 30 major roads was 14.5 per cent less than the corresponding 1945 period. "It is thus a reasonable conclusion that even if railroad traffic should return to its war-time volume, so far as the mere matter of tonnage is concerned, it would fall far short at the same level of rates of producing revenues equal to those received by the railroads from their war-time traffic," he argued.

Need Is Acute—Edwin H. Burgess, vice-president and general counsel of the Baltimore & Ohio, argued that the railroads' income has been so outstripped by expenses, that the situation is the same "as though their rates had actually been cut by the amount of the increased costs." He said that the present railroad rate level has become "unreasonably low to an alarming extent" and "requires adjustment unless the country is to be allowed to suffer for want of needed transportation."

Reminding the I. C. C. that it had granted the railroads emergency increased rates "even in the time of depression when business and traffic were diminished and values were low," Mr. Burgess stated that the net railway operating income of the railroads at the present time is less than it was at the time of the commission's prior decisions in which general rate increases were authorized. "This fact," he said, "shows the acuteness of the present need."

Mr. Burgess commented that the economy of the country is such that the traffic can readily bear the increase in rates which the railroads require. He said that the proposed rates would "still be a lower percentage" of the present value of the commodities that will move under them than was true in 1941 before the war. "If the then existing ratio of freight rates to commodity values were to be preserved, the present freight rates would need to be increased 38 per cent instead of the 20 per cent that is now sought," he said.

Thomas P. Healy, general solicitor of the New York Central, told the commission that if the railroads should lose the 10 per cent increase in passenger fares granted them in 1942, for the war period, it would add approximately $90,000,000 to the deficit in net railway operating income which they expect to suffer from their passenger operations in 1947 at the present rates. He reported that during the first eight months of 1946 passenger-miles dropped more than 22 per cent below the corresponding 1945 period and that in 1947 they are expected to be 48 per cent below 1945 and 26 per cent under 1946.

Mr. Healy said that from 1942 through 1945 the railroads had a net operating income from their passenger traffic for "the first time in many years," the record being set in 1943 when the net railway operating income for passenger traffic soared to $279,790,000. On the other hand, he disclosed that the Pennsylvania, for example, expects 1947 passenger revenues of $150,000,000, as compared with $265,000,000 in 1945 and an estimated $210,000,000 this year.

Passenger Revenues Off—"If the passenger service had operated on a deficit basis, as it had for many years prior to the war, the freight traffic, enormous as it was in volume, would not have been sufficient to absorb all of the increases in costs which the railroads incurred during the war years," he remarked. "Now that the railroads have been forced to meet still greater costs in 1946, and the prospects are that the passenger traffic will revert rather quickly to its pre-war inability of contributing to net railway operating income, the absolute necessity for a very substantial increase in freight rates clearly stands out."

Mr. Healy said that the railroads have embarked upon a program of modernizing their passenger equipment "in order to hold as much civilian traffic in the future as possible," and that the cost of new equipment has increased at least 50 per cent over cost before the war. "Unless the railroads are allowed to make reasonable earnings to maintain their credit and to provide the funds for necessary improvements," he concluded, "the efficiency of the railroad transportation industry will very quickly decline. For the country and its people, this would have serious, far-reaching consequences."

Elmer A. Smith, senior general attorney of the Illinois Central, warned the commission that "the United States cannot afford to run the risk of an inadequate system of rail transportation," adding that "this country does not dare, now or later, to starve the railroads in days of teeming traffic and jeopardize their ability to rebuild their plants and equipment in such a manner that they can again meet the demands of a great national emergency if necessary." He said that railroads must have a plant which will be "adequate not only for war-time needs but also for peace-time requirements."

Referring to the railroads' modernization program which he said is "imperatively called for by the times in which we live," Mr. Smith said it would be impossible to carry out such a program on the basis of the 1946 earnings. "It is natural, therefore, that the railroads cast their eyes to 1947, hoping and expecting that their rates will be commensurate with their costs," he declared.

Retrenchments Hit Employees—Mr. Smith said that the wages of railroad employees have been so increased that they will take an estimated 50 per cent on the railroads' total revenues in 1946. He expressed the opinion that the boards which made the wage awards "never expected that these increases in wages would be met by the discharge of men, by contribution of railroads to unemployment, by curtailment of work and consequently of purchases, at a time when railroad traffic is at its peace-time peak and where there is a world of work to be done." He said these things will be inevitable if the "present inadequacy" in railroad revenues continues.

"If the railroads have adequate revenues which will give them money for adequate maintenance, for new and improved machinery, for better engines and cars, more efficient yards, better signal systems — all things that are coming into the markets in greater variety, and of better design and structure than we have ever known — and if they have the credit to attract investors where the needs are such that the money should be provided by investors, the railroads will take care of efficiency in operations as they have done in the past," Mr. Smith said. "But it is worse than a gesture to say to the railroads in one breath that they should increase their efficiency, and then in the very next breath suggest that they should not have revenues adequate to enable them to make the improvements to their plant which spell increased efficiency. It is like strangling a man with a rope around his neck and then saying to him that he is not breathing."

Mr. Smith also called to the commission's attention the situation in England, where, he said, the Labor government has found it necessary to take steps to insure that railroad transportation in that country pays its own way. According to Mr. Smith,

Truman Names Harriman Secretary of Commerce

President Truman on September 22 announced the appointment of W. Averell Harriman as Secretary of Commerce to succeed former Vice-President Henry A. Wallace, who was ousted from that cabinet post last week as a result of his recent New York speech taking issue with the Administration's policy toward Russia. Mr. Harriman, who is chairman of the Union Pacific board of directors, has been ambassador to Great Britain since last April.

Before accepting the London assignment, he had been ambassador to Russia; and prior to that he held various positions in the late President Roosevelt's administration with which he first became associated in 1933 as a member of the Department of Commerce's Business Advisory Council. Mr. Harriman, a son of the late E. H. Harriman, was born in New York on November 15, 1891, and he has been chairman of the U. P. board since 1932.

British freight rates were increased by 16 2/3 per cent during the early part of the war and on July 1, there was substituted for the latter increase a raise in rates of 25 per cent over those which existed before the war. Passenger fares went up 33 1/3 per cent over pre-war fares and "workmen's fares" were hiked by 25 per cent.

British Experience—Mr. Smith said that the Ministry of Transport has now asked the Railway Rates Tribunal to consider the best method of adjusting the charges for 1947 so that the net revenues of the British railroads for that year will approximate the sum which the British government agreed to pay the railroads during the period of the war. The speaker noted that the Ministry of Transport declared that the 25 per cent increase in freight rates was "a first and urgent step," implying that later on there would be additional rate increases granted to the English roads.

Also appearing in behalf of the railroads, Harry C. Barron, counsel for the Western Traffic Executive Committee, declared that "as agriculture is more prosperous at the present time than ever before and for years has received preferential treatment in the matter of railroad freight rates, it should now be willing to bear its proper share of the transportation burden." Mr. Barron said that since 1939 the prices of agricultural products have increased 140 per cent and the net farm income has risen approximately 200 per cent, although railroad freight rates on agricultural products are now only three per cent higher than they were in 1939.

"If in such prosperous times as these for the farmer, it is not propitious to increase freight rates, as has been stated by representatives of the United States Department of Agriculture, when would be a time to increase such rates?" Mr. Barron asked. He said that the freight rates on agricultural products are today at the lowest possible lawful level because "the commission has given favorable consideration to the rates on these commodities due to the heretofore depressed condition of agriculture and to the admonition of Congress."

"It is but reasonable in these times of . . . prosperity of the farmer that the railroads should be permitted to increase the present rates on agriculture as proposed in their petition," he declared. "The commission cannot perform its statutory duties by granting substantial increases on manufactured and miscellaneous commodities and a smaller percentage on agricultural products as it has in the past."

Shippers Support Railroads—Among others appearing in support of the railroads' petition, John S. Burchmore, representing the National Industrial Traffic League, urged an increase in rates in order "to preserve the American transportation system." Declaring that the N.I.T.L., a shippers' organization, was "sticking its neck out" in support of the railroads, Mr. Burchmore said that "all sources of income should be thoroughly investigated" and the rate increases "spread uniformly and equitably." He added that "greater relief should be accorded the railroads" so that they will not face a deficit and asserted that the nation's shippers were not so "cheap" as to deny the railroads an opportunity to meet their costs. Another shippers' representative, John Finerty, of the Glass Container Institute, told the commission that it should grant the railroads a "substantial increase," but expressed the opinion that an increase of 25 per cent would have an inflationary result.

Comment from the water carriers also was favorable toward the railroad's petition. William Radner, representing the Gulf Intercoastal Conference and the Luckenbach Steamship Company, observed that both the railroads and water carriers are suffering from what he termed "malnutrition." He said the companies he represented had no hopes of getting any business unless they can increase their rates, but have no hope of increasing them unless the railroads are authorized to hike their rates.

"We want to get the government out of water transportation on a subsidized basis, a position that should be distasteful to the railroads as well as to us," he told the commission. "We ask you to permit the railroads to raise their rates the full 25 per cent, and you may be sure the water carriers will raise theirs just as high or higher."

John H. Eisenhart, Jr., secretary-treasurer of the American Waterways Operators, Inc., declared that "water transportation is in the same position as the railroads" in needing increased revenues. M. G. DeQuevado, of the Intercoastal Steamship Freight Association, favored an increase but wanted the commission to require that it be applied uniformly to all railroad rates.

Samuel Earnshaw, representing the American Trucking Associations, said that the commission should (1) determine and apply the principle that the railroads are entitled to such emergency increases in the aggregate as are necessary to permit their continued efficient and profitable operation, but without aggravation or continued maintenance of rates, charges and practices which constitute unfair and destructive competition or other violations and (2) in connection with the rate questions involved, require reasonable correction of exceptions ratings and commodity rates maintained on levels lower than classification on merchandise traffic, subject to reasonable provision for meeting carrier competition.

Mr. Earnshaw told the commission that the railroads should be required to take "appropriate corrective action" on "low-spot scales and low-spot rates" as a condition of their availing themselves of the benefits of whatever permissive relief is approved in Ex Parte No. 162. He said that the commission should also give serious consideration to the granting of a higher increase on rail l.c.l. traffic generally than that granted on other freight," without, however, adding to the aggregate amount of increase ultimately found necessary by the needs of the railroads."

"The present record is adequate to permit an order requiring the rails, as a condition to other relief, to add 20 cents per 100 lb. to their pick-up and delivery l.c.l. rates, as we earlier advocated, pending final settlement of these matters in other proceedings," Mr. Earnshaw concluded. "This would not, of course, add to the aggregate increase, but the carload shippers would be proportionately relieved." A. L. Reed, another motor carrier representative, requested the commission to give particular attention to "depressed railway rates" designed to meet highway competition.

Agriculture Dept. View—J. K. Knudson, attorney for the Department of Agriculture, said it was the opinion of that agency that "the distribution, marketing and transportation of agricultural products will suffer if an added burden of anything like a 25 per cent freight rate increase is imposed in the uncertain post-war era that we are now entering." Declaring that the "agricultural depression" following World War I was caused in part by increases in transportation costs, Mr. Knudson added that the agricultural "price rise" has now virtually "exhausted itself" and is on the downgrade. He said that such an economic trend is likely to continue.

Edward H. Miller, special counsel for the Office of Price Administration, suggested that the commission make a full-scale investigation of the capital needs of all railroads, and use that basis to determine permanent rail rates. He said, however, that a 4 per cent rate of return was probably "fair" in view of the state of the capital market. "The low current cost of capital should be taken into consideration when the commission sets rates," he declared.

The O. P. A. spokesman said that the railroads are entitled to a rate of return comparable to that of "non-regulated" industries, adding that higher rates alone are not the solution for railroads that incessantly incur deficits. He said that "historic rates of return," such as the 6 per cent earned by the carriers in 1922, should be disregarded.

Would Tighten the Wringer—In unregulated industry, he pointed out, many companies overburdened with debt would be forced to "write off" that debt, and railroads should therefore take additional steps to readjust their financial structures. Mr. Miller said the capital needs of the "well-managed roads" and the rate of return necessary to "attract that capital" should be the basic factors in determining freight rates.

Frederick G. Hamley, general solicitor of the National Association of Railroad and Utilities Commissioners, said that "not only must consideration be given to the financial requirements of the railroads, but also to the effect of the proposed increases upon shippers, industry, commerce in general and in particular regions. As badly as the railroads need money, their right to obtain it is not an unqualified one. They are entitled to receive it only if it can be obtained by rates that are just and reasonable."

"A 25 per cent increase in freight rates is not reasonable if it tends to dry up commerce or diverts traffic to competing carriers to a substantial extent," he continued. "Normally, increased freight rates must be passed on to the consumer. Consideration should be given to the effect a 25 per cent increase—or any substantially increased level—may have in pricing consumer goods out of a market, and so causing fundamental damage to the nation's economy, including that of the railroads."

Mr. Hamley also argued in behalf of the state commissions of New Mexico, which desires that any increase should be far less, in percentage, in the Rocky Mountain re-

gion (including New Mexico) than in any other sections of the nation; Arizona, which favors just and reasonable revenues to the railroads, so long as that state is not placed in a position of competitive disadvantage; Wyoming, which requests that the "Mountain Pacific" district be separately considered; and Montana, which takes the view that the percentage method of increasing rates places an undue burden on the long-haul shipper and that any increases authorized should be on a flat basis rather than a percentage basis.

Others who appeared during the first 15 hours of the oral argument—most of them in opposition to the railroads' petition—included Robert H. Marquis, representing the Tennessee Valley Authority; Byron M. Gray, of the Kansas Corporation Counsel; H. E. Kokjer of the Nebraska State Railway Commission; Neal E. Williams, representing North Dakota lignite and farmers' interests; William Williamson, Public Utilities Commission of South Dakota, and John H. Carkin, representing the commissions of Oregon, Washington and Idaho.

Approximately 25 memoranda were filed, in lieu of oral argument, by Acting Secretary of Commerce Alfred Schindler, and various state public utility commissions, shippers associations and private industries.

Declaring that "economic wisdom" called for "withholding additional increases in freight rates until the traffic, the revenues and the operating expense picture for the remaining months of 1946 and the early months of 1947 is clear," Mr. Schindler said that if the heavy traffic anticipated for the latter half of 1946 is not a "harbinger" of 1947 and "it is impossible for the roads to restore at least the 1942 traffic volume-employment relationship," the commission can then act quickly toward granting any relief "indicated by the record at the time."

According to Mr. Schindler, the railroads overestimated their 1947 operating costs by approximately $417,000,000. He claimed that they would save $277,000,000 by using a labor force equivalent to that of 1942, in addition to $100,000,000 from the use of modernized motive power, equipment and facilities and $40,000,000 as the result of handling about 31 per cent fewer passenger-miles.

Further hearings in the proceeding before the Commission's Division 2 and a committee of state commissioners, were completed September 20. Sessions subsequent to those reported in last week's issue were marked by the cross-examination of Dr. Julius H. Parmelee, director of the A. A. R.'s Bureau of Railway Economics, and testimony from chief executives of several large railroads. In order that all testimony could be heard and in a move to expedite the entire proceeding, I. C. C. Examiners Wilkinson and Fuller, among others, were assigned to preside over "side-show" hearings—confined chiefly to presentations of various shippers—which were conducted simultaneously with the "main event" before Division 2.

No Carry-Back Next Year—Gustav Metzman, president of the New York Central, concurred in the testimony of his predecessors on the witness stand, Dr. Parmelee and Walter S. Franklin, the Pennsylvania's vice-president in charge of traffic, when he told the commission that the N. Y. C., as the result of declining revenues and rising costs, will have a deficit of approximately $12,000,000 in 1946, after carry-back credits on excess profits taxes. He said the estimated 1946 loss compares with a 1945 net income of almost $24,413,000.

Mr. Metzman testified that with freight rates at the present level and with an expected slight increase in freight traffic coupled with a further decline in passenger business, the N. Y. C. will suffer a deficit of nearly $69,000,000 in 1947, when, he said, no carry-back credits will be available. He added that even if the railroads obtain the 25 per cent increase, the N. Y. C.'s 1947 deficit would still amount to an estimated $18,652,000.

Mr. Metzman noted that for the first eight months of 1946, the N. Y. C. had a deficit of $5,513,000 after tax credits, as compared with a net income of $20,325,000 in the corresponding 1945 period. He said that during this year's first eight months, gross revenues declined 11.1 per cent under the same 1945 period; freight revenues decreased 12.3 per cent and passenger revenues dropped 6.8 per cent. He added that the net railway operating income of the N. Y. C. dipped 69 per cent "even after taking a credit of $11,396,000 tax carry-back."

According to the witness, the N. Y. C.'s estimate of 1947 freight business "does not contemplate any serious interruptions which will interfere with production." He pointed out, however, that if such interruptions do occur, the estimate will be overstated and the year's deficit larger.

Mr. Metzman further observed that the 1947 passenger revenues of the N. Y. C. are expected to drop $35,000,000 under 1946. He said the road's operating costs will be approximately $7,500,000, or 1.36 per cent, greater next year than in 1946, a factor he attributed to wage increases and rising costs of fuel and materials.

The N. Y. C. president said the road plans to spend $5,000,000 more in 1947 for maintenance of way and structures and equipment than it did this year, declaring that "it seems hardly necessary to stress the reasonableness of our estimate with reference to the maintenance figures, because a substantial curtailment in maintenance should not be forced upon the railroads, particularly in view of the intensive use which was made of the facilities and equipment during the war." He added that "in view of the present stringent car supply, it is absolutely necessary, to the extent that our financial resources permit, that bad order equipment be held to a minimum," noting that the Office of Defense Transportation is "constantly pressing the railroads on this subject."

Effect of Crosser Act—Mr. Metzman said that the Crosser Act, on the basis of anticipated 1947 employment, will add $7,836,000 to the N. Y. C., payroll taxes. He said the 1947 payroll taxes of the N. Y. C. will be "about 73 per cent" of the road's fixed charges, and will be "substantially more" than all its real estate, franchise and excise taxes. He estimated that it will "take more than $30,000,000"—or nearly 5 per cent of the road's estimated 1947 revenues on the basis of rates sought under Ex Parte No. 162—to meet the payroll taxes.

Wayne A. Johnston, president of the Illinois Central, testified that his road faces an estimated deficit of $4,812,000 in 1947 unless the 25 per cent increase is granted. He pointed out that even if the increased rates are authorized, the I. C.'s 1947 net income would be $9,162,000 and its net railway operating income $19,000,000, which, he said, is $6,000,000 less than the amount the I. C. needs "to provide the kind of transportation service required in the post-war era."

Noting that the 1947 estimated net railway operating income of the I. C. is based "upon the assumption that there will be no further increases in price levels," Mr. Johnston said that if the additional $6,000,000 were to be obtained from more traffic, the gross revenue increase would have to be about $15,000,000, since transportation and other expenses would be incurred, including taxes. He said the Crosser Act will boost the I. C.'s 1947 payroll taxes by $2,500,000, placing the total 1947 payroll taxes at an estimated $9,515,000, which, he explained, is only $1,700,000 less than the fixed charges of the road. He also predicted that the 1947 passenger operations on the I. C. would show a deficit of $6,836,000. Thus the I. C. "will have to rely to a much greater extent on freight traffic for income than during the past few years, during which period passenger services have made substantial contributions to income."

The witness added that although passenger and freight traffic on the I. C. is at "a record peace-time level," the 1946 net railway operating income, without benefit of tax credits, will be $14,500,000 and the net income, also without tax credits, will be $4,500,000. He compared these estimates with an average net railway operating income of $26,500,000 and an average net income of $14,000,000 in the 1920's, and with an average net railway operating income of $14,855,000 and a net deficit of $1,000,000 in the 1930's.

More Business, Less Revenue—"Our net railway operating income in 1946 is estimated to be actually less than the average net railway operating income we received from 1931 through 1940, although our ton-miles are just about twice the average for that period and our through passenger-miles are three times the average of that period," he concluded. "The net deficit which we had of $1,000,000 during the 1930's has been turned into an estimated net income of $4,500,000 in 1946 only by reason of the fact that we have reduced our fixed charges by about $5,700,000."

J. W. Severs, vice-president and comptroller of the Chicago, Milwaukee, St. Paul & Pacific, testified that unless the freight rate increase is granted his road will have an estimated 1947 deficit of $15,755,000, after credit on excess profits taxes. He said that even if the 25 per cent increase is authorized, the Milwaukee would have a 1947 deficit of $134,000. Mr. Severs declared that at the present level of rates, the net operating income of the Milwaukee, without tax credits, will show a 1947 deficit of $7,555,000, while on the basis of the 25 per cent boost, it will have an estimated net railway operating income of

$13,189,000. He said the road's 1946 net income, after tax credits, will be $1,118,000.

Arthur R. Seder, vice-president of the Chicago & North Western, told the commission that if the 25 per cent increase is granted, the C. & N. W. will have a 1947 estimated net income of $5,933,000, after tax credits, but if the increase is not approved, the C. & N. W. will suffer an estimated deficit of $3,722,000 next year, after tax credits. Mr. Seder said these estimates assume that the North Western will make only normal repairs and renewals to its way, structures and equipment during 1947 and will not "make good" any of the work deferred in 1946 or prior years. He added that at present rate levels, the C. & N. W.'s 1946 net income will be $6,398,000, including tax credits and "with some curtailment of the maintenance program."

Lester L. Knight, comptroller of the Seaboard Air Line, pointed out that even if the 25 per cent increase is authorized, that road will have a 1947 estimated net income of only $1,120,000 after fixed and contingent charges. Without the proposed increase, he told the commission, the road will have an estimated deficit for 1947 of $1,686,000, before providing for charges.

Declaring that the Seaboard has been "constantly and effectively" controlling its expenses in line with fluctuations in freight and passenger traffic volume, Mr. Knight said that "immediately after V-E Day and again after V-J Day, the expenses of all departments were rigidly scrutinized and reduced wherever possible." He added that "since that time, continuing efforts have been made and are being made to keep the Seaboard's expenses in line with the current traffic volume, and in preparing the estimates for the remainder of 1946 and for 1947, full consideration was given to this managerial policy."

Anthracite Roads' Prospects—Included in the voluminous amount of additional testimony presented during the week-long hearings was that of nine anthracite-carrying roads which estimated that they would have an aggregate 1947 net income of approximately $18,000,000 if the rate increase is granted, as compared to a deficit of $13,000,000 should the proposed rise be denied. The nine carriers predicted that they would haul 38,964,000 revenue ton-miles of traffic next year, compared with 37,709,000 in 1946, and at the same time forecast that if the present rates remain effective, their 1947 deficit will total $12,960,000, compared with an estimated 1946 deficit of $12,581,000. The nine roads said that the main reason for the larger 1947 deficit, on the basis of the present rates, is because they will have 1946 carry-back tax credits of approximately $6,480,000, a benefit which will not be available next year.

Dr. Parmelee was the railroad witness who bore the brunt of cross-examination, the principal questioners being counsel for the Office of Price Administration and the Department of Agriculture. Questions by counsel for water carriers pointed up their view that the railroads should raise their water-competitive rates as a means of improving their revenues.

Cross-examination by Mr. Fort of Spurgeon Bell, head transport economist of the I. C. C.'s Bureau of Transport Economics and Statistics, who had testified as a witness for the Southern Traffic League, marked the close of the hearing. Mr. Fort's questions pertained chiefly to the authenticity of the bureau's predictions with respect to the estimated future earnings and expenses of the railroads as set forth in a study, "Post-War Earnings of Class I Railroads," which the bureau issued last June.

July Accident Statistics

The Interstate Commerce Commission on September 11 made public its Bureau of Transport Economics and Statistics' preliminary summary of steam railway accidents for July and this year's first seven months. The compilation, which is subject to revision, follows:

	Month of July		7 months ended with July	
Item	1946	1945	1946	1945
Number of train accidents*	1,437	1,400	8,701	10,259
Number of casualties in train, train-service and nontrain accidents:				
Trespassers:				
Killed	187	191	871	912
Injured	145	131	636	699
Passengers on trains:				
(a) In train accidents*				
Killed	1	1	47	18
Injured	44	285	877	1,084
(b) In train-service accidents				
Killed	5	9	34	41
Injured	320	304	1,653	1,576
Travelers not on trains:				
Killed	2	1	13	6
Injured	79	103	585	651
Employees on duty:				
Killed	45	64	371	511
Injured	3,332	4,071	22,051	27,538
All other nontrespassers:**				
Killed	127	146	1,141	1,137
Injured	391	458	3,716	4,024
Total—All classes of persons:				
Killed	367	412	2,477	2,625
Injured	4,311	5,352	29,518	35,572

* Train accidents (mostly collisions and derailments) are distinguished from train-service accidents by the fact that the former cause damage of more than $150 to railway property.

** Casualties to "Other nontrespassers" happen chiefly at highway grade crossings. Total highway grade-crossing casualties *for all classes of persons, including both trespassers and nontrespassers,* were as follows:

Persons:				
Killed	118	119	1,069	1,015
Injured	228	209	2,405	2,259

Air Coordinating Committee Established by Truman

Acting to provide for "the fullest development and coordination of the aviation policies and activities of the federal agencies," President Truman issued a September 19 executive order establishing the "Air Coordinating Committee." The committee will consist of representatives of the Civil Aeronautics Board, and the State, War, Post Office, Navy, and Commerce departments.

The Presidential order also stipulates that the director of the Bureau of the Budget shall designate a representative of that bureau as a non-voting member of the committee. And it directs the committee to establish procedures "to provide for the participation, including participation in voting," by a representative of any nonmember agency "in connection with such aviation matters as are of substantial interest to that agency."

Among other duties, the committee "shall examine aviation problems and developments affecting more than one participating agency; develop and recommend integrated policies to be carried out and actions to be taken by participating agencies or by any other government agency charged with responsibility in the aviation field; and, to the extent permitted by law, coordinate the aviation activities of such agencies except activities relating to the exercise of quasi-judicial functions."

Aviation matters requiring his attention are to be submitted to the President along with a report on the views of interested agencies. Mr. Truman will also have referred to him "those important aviation questions the disposition of which is prevented by the inability of the agencies concerned to agree." The committee's annual reports will be due by January 31 of the next year, and it will make "such interim reports as may be necessary or desirable."

Burlington, C. & N. W. Assessed for Violating Service Order

Secretary W. P. Bartel of the Interstate Commerce Commission has announced that the commission has been advised that on August 30 judgment was entered in the federal court at Council Bluffs, Iowa, against the Chicago, Burlington & Quincy and the Chicago & North Western on complaints filed against those roads for failure to observe the provisions of Second Revised Service Order No. 244 in furnishing cars to shippers for loading grain at Council Bluffs.

The court entered judgment against the C. B. & Q. in the amount of $100 on each of the 10 counts filed against it, and entered judgment against the C. & N. W. in the amount of $100 in each of the six counts filed against that road.

Delays Hearing on Complaint Against Trustees

The Interstate Commerce Commission has postponed from September 24 until November 7 the hearing on the complaint wherein the Alleghany Corporation is asking the commission to institute an investigation to determine whether Guy A. Thompson, trustee of the Missouri Pacific, and his brother, Frank A. Thompson, trustee of the St. Louis-San Francisco, "have violated or are violating" section 5 of the Interstate Commerce Act which relates to combinations and consolidations of carriers. The hearings on the complaint, which was noted in the *Railway Age* of July 20, page 107, are to be held in Washington, D. C., before Assistant Director C. E. Bowles of the commission's Bureau of Finance.

Representation of Employees

As the result of a recent election which has been certified by the National Mediation Board, the Brotherhood of Locomotive Engineers, by virtue of a 567 to 388 victory over the Brotherhood of Locomotive Firemen & Enginemen, has extended its coverage to include all locomotive engineers employed by the Atlantic Coast Line. Prior to the election, locomotive engineers on the A. C. L.'s so-called Western division,

formerly known as the Atlanta, Birmingham & Coast, were represented by the B. of L. F. & E., while all other locomotive engineers employed by the A. C. L. were represented by the B. of L. E.

Results of other elections found the Railroad Yardmasters of America defeating the Brotherhood of Railroad Trainmen, 92 to 25, thereby replacing the B. of R. T. as the representative of yardmasters employed by the Chicago, Milwaukee, St. Paul & Pacific, while carmen, including their helpers and apprentices, employed by the Illinois Northern are now represented by the Brotherhood of Railway Carmen of America, operating through the Railway Employees' Department, American Federation of Labor. The latter group formerly was without representation.

Although an election between the B. of R. T. and the Railroad Yardmasters of North America, Inc., to determine the representation rights of yardmasters employed by the Monongahela Connecting resulted in a 16 to 16 tie, the N. M. B. certified the former to continue as the representative of these M. C. employees.

Walter New Assistant Director of Bureau of Inquiry

A. Harry Walter has been appointed assistant director of the Bureau of Inquiry of the Interstate Commerce Commission. The appointment, effective September 22, fills the vacancy created by the recent promotion of Harry L. Underwood to the directorship of the bureau (see *Railway Age* of August 3, page 199).

A native of Kentucky, Mr. Walter is a graduate of the George Washington University Law School, Washington, D. C., and practiced law for 12 years in the District of Columbia before entering the service of the I. C. C. in 1937. From 1937 to 1942, he served as an examiner and an attorney, being with the Bureau of Inquiry during the last two years of that period. From 1942 until his return to the bureau last November, Mr. Walter was affiliated with the Office of Defense Transportation. During the latter part of his service with the O. D. T., he was chief of Section of Private Carriers.

Exempts Aitchison and Schwartz from Compulsory Retirement

Clyde B. Aitchison, member of the Interstate Commerce Commission, and Harry H. Schwartz, member of the National Mediation Board, are among nine federal government officials whom President Truman has exempted, for the remainder of their present terms, from Civil Service Retirement Act provisions requiring retirement at the age of 70 years. Members of the commission, N. M. B. and other agencies, as well as the heads of executive departments, were brought into the civil service retirement system by an act passed by the recent Congress and approved by the President July 24.

In the absence of the Presidential order, Messrs. Aitchison and Schwartz would have become subject to compulsory retirement next month. Commissioner Aitchison's present term expires December 31, 1949. He is in his seventy-second year, and is the senior member of the commission on which he has served continuously since his original appointment in 1917. Mr. Schwartz's present term as a member of N. M. B. expires next February 1. A former senator from Wyoming, he has been a member of the Mediation Board since February, 1943.

Pre-Hearing Conference in Bus Fare Investigation

A pre-hearing conference in the Interstate Commerce Commission's general investigation of bus fares will be held before Commissioner Lee and Examiner Michael T. Corcoran at the commission's Washington, D. C., headquarters on October 10. The commission instituted the investigation, No. MC-C-550, last July, as reported in the *Railway Age* of July 27, page 148.

I. C. C. Secretary W. P. Bartel's notice of the pre-hearing conference calls attention to the fact that the proceeding involves "the first comprehensive investigation by the commission of the fares of common carriers of passengers by motor vehicle." Among other matters, the pre-hearing conference will consider times and places at which hearings should be held; procedure to be followed at the hearings; the character and amount of evidence which should be presented; and any other matter "which may aid in the simplification of the evidence and disposition of the proceeding." Any interested party may submit suggestions in writing, the notice also says, adding that such suggestions should be mailed in ample time to reach the commission's offices on or before October 7.

Car Service Orders

Interstate Commerce Commission Service Order No. 614, effective from September 21 until October 31 unless modified, prohibits the Grand Trunk Western, Muskegon Railway & Navigation, Pennsylvania and Pere Marquette from accepting cars for or delivering cars to the Brunswick-Balke-Collender Company of Muskegon, Mich. The order, which permits deliveries under special permits issued by the director of the commission's Bureau of Service, says that the railroads had placed an embargo against the Brunswick company, but " they have and are disregarding their own embargo."

Amendment No. 7 to Service Order 369 exempted from that order's penalty demurrage charges box cars on hand in the New York City metropolitant area at 7 a.m. September 21 or which arrive prior to 7 a.m. September 27, the unldading of which was interfered with due to the truckmen's strike. Amendment No. 2 to Service Order No. 434 exempts from that order's limitations on free time cars on hand at Texas ports, prior to 7 a.m. September 20 "when such cars are subject to Rule 36, *Section C, Fires, Flood and Labor Trouble*, Supplement 45 to Texas Lines Tariff 25 K.

Service Order No. 135 which provides for increased demurrage charges on carload export traffic held at Mexican border points has been modified by Amendment No. 3 which exempts freight in cars held at or short of the port of Brownsville, Tex., which is transshipped at that port for export, coastwise, or intercoastal movement.

Amendment No. 3 to Service Order 523 postpones from September 30 to April 30, 1947, the expiration date of that order which provides for the protection of through routes and joint rates formerly applicable via junctions closed as a result of court orders authorizing receivers of the Pittsburg, Shawmut & Northern to suspend operations and embargo traffic over portions of that road's line. Amendment No. 4 to Service Order No. 558 postpones from September 23 to October 10 the expiration date of that order which authorizes railroads to furnish two or three refrigerator cars in lieu of box cars ordered for shipments of fruit and vegetable containers and box shooks from origins in California and Oregon to destinations in California.

Lea's Next Term in Congress Will Be His Last

Chairman Clarence F. Lea of the House committee on interstate and foreign commerce announced this week that he intends to retire as a member of Congress in January, 1949, when he completes his next term as representative from California's First District. Mr. Lea's election for the two-year term which will be his last is assured, since he is the nominee of both the Democrat and Republican parties.

In announcing his retirement plans, Mr. Lea said: "Notwithstanding all its palpable defects, I regard Congress as the greatest institution of our government. Its opportunities to serve are a challenge worthy of any man. My years here have been strenuous ones, but the opportunity to be of useful service has many times repaid me for all and more than I could give. The country faces two more demanding years. I hope to make them the most useful of my life."

The Congressional Directory shows that Representative Lea, a Democrat, was born July 11, 1874, in Lake County, Calif. At the time of his retirement he will have been in Congress 32 years, 28 of them as the nominee of both major parties. Under Chairman Lea's leadership, the committee on interstate and foreign commerce is now engaged in a comprehensive "national transportation inquiry."

Hearings on Small-Shipments Charges Set for November 6

Initial hearings in connection with the Interstate Commerce Commission's investigations of railroad and motor carrier charges on small shipments will be held at Washington, D. C., on November 6 before Commissioner Alldredge and Examiners H. G. Cummings, L. J. Kassel, and G. B. Vandiver. The investigations, docketed as No. 29556 and No. MC-C-543, were instituted by the commission last June when it also launched its current probes of railroad and motor carrier pick-up and delivery services.

The November 6 hearings were announced in a recent notice from I. C. C. Secretary W. P. Bartel, who advised of the plan to limit them to (1) general matters embraced within the issues and not pertaining to any particular territory, and (2)

matters relating particularly to traffic within Southern territory, between Southern and Official territories, and within Western Trunk-line territory.

"At this hearing," the notice continued, "members of the commission's staff of employees will present evidence embracing (1) a general survey of existing systems of charges on small shipments maintained by the various agencies of transportation in this country and in England and Canada, together with related information, (2) statements showing the existing rules of railroads and motor carriers pertaining to minimum charges and the relation between minimum charges and other charges, and (3) traffic, revenue and cost data for motor carriers pertaining to the particular territories above mentioned. The foregoing should not be regarded as exclusive. Occasion may arise to present additional evidence by staff members falling within the scope of the hearing as described in the preceding paragraph."

Parties of record will be served with advance copies of exhibits to be presented by members of the commission's staff not later than October 23, when such exhibits will also be available to other interested parties upon request. Similar advance service, including 10 copies upon the commission, "should be made by all parties who expect to offer exhibits at the hearing," Mr. Bartel said. Along with the Bartel notice, the commission made public a September 12 order which modifies the original investigation orders' reference to the small shipments covered. The modification strikes out of the second paragraph of each of the original orders the words "particularly those subject to minimum charges, but exclusive of shipments weighing more than 300 pounds each," and substitutes the words "whether subject to minimum or other character of charges, but embracing primarily shipments weighing not more than 300 pounds each."

Army's Norfolk Wharfage Case Reopened by I. C. C.

The Interstate Commerce Commission has reopened for reargument the No. 29117 proceeding wherein its prior report reversed an earlier decision by Division 2 and held that the railroads' refusal to make an allowance for wharfage and handling services performed by the Army with respect to shipments moving over its own piers at Norfolk, Va., or to furnish the services themselves, was not an unjust and unreasonable practice resulting in unjust discrimination in violation of the Interstate Commerce Act. This decision, which brought dissents from four members of the commission, was noted in the *Railway Age* of June 8, page 1153.

Emergency Boards Appointed

President Truman on September 23 issued an executive order creating an emergency board to investigate a dispute between the Utah Idaho Central and those of its employees who are represented by the International Association of Machinists. The dispute involves the union's demand for wage increases and changes in certain working rules.

A few days earlier, on September 18, Chairman H. H. Schwartz of the National Railway Labor Panel had appointed an emergency board from the panel to investigate a dispute between the Atlantic Coast Line and those of its employees who are represented by the Hotel and Restaurant Employees' International Alliance and Bartenders' International League, American Federation of Labor. The dispute involves demands for time-an-one-half wage rates for overtime work.

Government Pricing Inaction Irks Advisory Committee

When informed that no price decision had been reached by the Office of Price Administration on copper refinery shapes, which industry members claimed were urgently needed, the Brass Mill Industry Advisory Committee of the Civilian Production Administration adjourned its latest meeting with a request that no future meetings be called until "government pricing inaction on urgently needed raw materials" was ended.

A resolution was adopted to the effect that with due consideration for its obligations, the committee felt further meetings should be dispensed with until adequate supplies of raw materials were made available and premiums authorized for copper refinery shapes to encourage the fullest use of existing capacity, hoping by such a measure to stimulate the government pricing agency into prompt action.

Lapse of Tired, 69-Year-Old Engineer Causes Collision

Explaining that detour operations had kept him on duty 14 continuous hours, a 69-year-old Pennsylvania engineer, whose failure to run in accordance with signal indications caused a rear-end collision July 14 near Grazier, Pa., told Interstate Commerce Commission investigators that "because of advanced age, long hours and mileage during the trip, constant strain in operating his train in unfamiliar territory under directions of pilots, and fog conditions during the night, he became very tired and less vigilant in the performance of his duty." The commission's report on the investigation, made under the supervision of Commissioner Patterson, also quoted the engineer, whose train was 10 hrs. 40 min. late, as having said further "that on several occasions he had been criticized by officers of the railroad for losing time on the schedules of trains which he had operated in accordance with restrictive-signal indications."

The report explained that the engineer's 14-hour tour of duty was due to the fact that his locomotive was a Diesel-electric, and the employees assigned to pilot the train over the territory involved in the detour movement were not qualified to operate Diesel-electrics. Thus the engineer had operated the train a total of 261 miles when the accident occurred. "Throughout most of this movement," the report went on, "the tracks were not equipped for cab-signal operation, and the cab signals displayed proceed-at-restricted-speed continuously." The commission calculated that this unchanging display went on for about 10 hrs. with the result, as the report put it, that "the indication had lost significance" for the engineer.

The collision, which was between two westbound first-class passenger trains, resulted in the injury of 201 passengers, 8 Pullman employees, 11 dining-car employees, and 3 train-service employees. It occurred when the weather was clear at 9:17 a.m. at a point 1.83 miles west of Grazier, which is 117.8 miles west of Harrisburg on the four-track, Harrisburg-Altoona line of the P. R. R.'s Middle division, over which trains moving with the current of traffic are operated by automatic block-signal and cab-signal indications. The detour movements were required because of a derailment which had occurred on the same line about 65 miles east of Grazier on the previous evening; and the detoured trains were reentering the Middle division at Grazier.

At that point, tracks of a freight classification yard parallel the main tracks on the north, and the detoured trains were being brought in over yard track No. 9 and thence over four crossovers to westward track No. 3. Home signal 8-R, which is a dwarf signal governing movements from yard track No. 9 to the main tracks, and automatic signal 225.1, governing westbound movements on track No. 3, are, respectively, 2.05 miles and 285 feet east of the point of the accident. These signals are of the position-light type, while the cab signals are of the four-indication position-light type. The crossover switches are controlled from the tower at Grazier.

Immediately preceding the accident, this route was lined for a number of westbound passenger trains, including Nos. 39 and 69 which were involved in the collision. No. 39, the "Clevelander," consisting of a steam locomotive and 13 cars, passed signal 8-R, which displayed proceed-at-restricted-speed, moved through the four crossovers, entered track No. 3, passed the tower at Grazier, and stopped about 9:15 a.m. at signal 225.1, which displayed stop-then-proceed. About two minutes later, after this train had moved westward and had attained a speed of about 10 m.p.h., its rear end was struck by No. 69.

No. 69, the "Liberty Limited," consisted of two Diesel-electric locomotive units, coupled in multiple-unit control, and 12 cars. It got the same signal indications as No. 39, but it passed signal 225.1, which displayed stop-then-proceed, and was moving at a speed of 20 m.p.h., "as indicated by the tape of the speed recorder," when it struck No. 39. The rear coupler of the rear car of No. 39 and the front coupler of No. 69's first Diesel-electric unit were broken, and there was "slight damage" to several of the cars of each train.

The report found that No. 39 was operated in accordance with the signal indications and within the speed limit set under such conditions—15 m.p.h. It went on to point out, however, that the flagman, who was stationed on the rear platform of the rear car, did not drop lighted fusees, although his train was moving at restricted speed "in territory where the view was obscured by curves, hillside cuts and pole lines." Neither did he place torpedoes on the rail nor place a lighted fusee at the

rear of his train when it stopped at signal 225.1.

The flagman said that, "since the sun was shining brightly and following trains were required to be operated in such manner that they could be stopped short of a preceding train," he did not consider it necessary to drop lighted fusees. He was also quoted in the report as having said that "it is not the practice to drop lighted fusees from a moving train during daylight hours, nor to leave torpedoes and a lighted fusee at the rear of the train when it stops momentarily in compliance with a stop-then-proceed-at-restricted-speed indication."

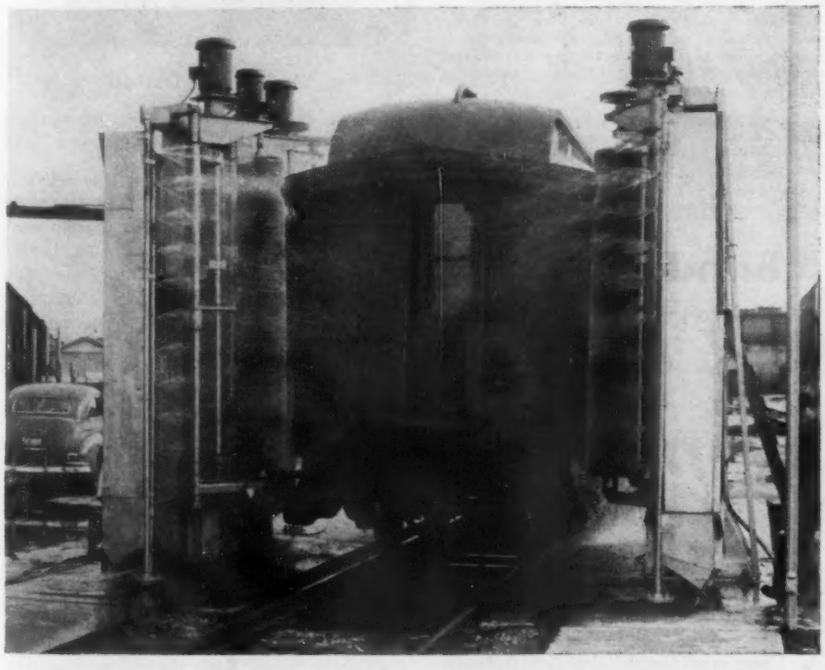
The 69-year-old-engineer of No. 69, according to the report, "said if lighted fusees had been dropped between Grazier and signal 225.1, he would have been warned sufficiently to become alert and to take action to avert the accident." None of the employees on the engine of No. 69 "heard or saw any flagging signals throughout a considerable distance immediately east of the point of the accident. They first saw the flagman of No. 39 when he jumped from his train immediately prior to the collision." Earlier, the report had pointed out that under the P. R. R.'s flagging rule "full protection" in automatic block-signal territory "consists of providing flag protection a distance sufficient only for stopping a following train which is being operated under a proceed-at-restricted-speed indication."

Meanwhile, as to No. 69, the report found from the locomotive's speed recorder that as this train was approaching signal 225.1, the speed was 49 m.p.h., despite the signal indications calling for the 15 m.p.h. limit. In the engine's front-control compartment with the engineer were a special-duty, Diesel-engine instructor and a machinist. All of these employees understood the signal indication's speed requirements, but "they did not look at the speedometer." the engineer said that when his engine was about 1,000 feet east of signal 225.1, he saw the rear end of the preceding train, and placed the brake valve in emergency position.

"Analysis of the speed recorder tape," the report said in this connection, "indicated that the speed of No. 69 was 49 m.p.h. where the emergency application of the brakes became effective, at a point approximately 165 feet east of signal 225.1 and 450 feet east of the point of the accident." Later on the report quoted the special-duty instructor as having said that he applied the brakes in emergency, "as the engineer did not seem to respond quickly enough under the circumstances." The employees on No. 69's engine said they did not see signal 225.1's indication of stop-then-proceed-at-restricted-speed; but the report said that in tests after the accident the signal "functioned properly."

The report noted in closing that, at the time of the accident, four wayside stations and a considerable number of engines and cabooses on this division were provided with "trainphone" equipment. But the engine of No. 69 was not provided with this equipment, and the equipment provided on the engine of No. 39 was inoperative. "However," the report added, "had each train been provided with operative trainphone equipment, it probably would not have been used since both trains were moving in automatic block-signal territory under normal operating conditions. The employees of this division are instructed that the trainphone system is required to be used in an emergency as a means to avert an accident."

* * *



The B. & M.'s new "car laundry" shown rinsing off the acid and soap solution used to clean the car

First of the Boston & Maine's post-war plans to be put into operation was the installation in the winter of a coach "laundry" in the Boston yard. Brushes, operated by compressed air and electricity, scrub car exteriors with a soap and acid solution. Then, as the cars move through the washer at the rate of one every 58 seconds, a second set of brushes and a water spray-rinse the cars. A special set of smaller brushes in each of the two ends of the "car laundry" cleans the windows.

Argument October 29 on Ship-Competitive Rates

The Interstate Commerce Commission will hear oral argument at Washington, D. C., October 29 on the proposed report wherein Examiner O. L. Mohundro has recommended that the commission affirm outstanding fourth-section relief orders under which the railroads are maintaining water-competitive rates on citrus fruits from points in Florida to North Atlantic ports. The Mohundro report in No. 16028 and related proceedings was noted in the *Railway Age* of September 21, page 488.

Col. Johnson Heads Transport Coordinating Committee

A Transportation Coordination Committee with representatives of eight federal agencies under the chairmanship of Colonel J. Monroe Johnson, director of the Office of Defense Transportation, has been set up by Director John R. Steelman of the Office of War Mobilization and Reconversion. It succeeds the committee on export transportation which was formed last January at the direction of Mr. Steelman's predecessor, John W. Snyder, who is now Secretary of the Treasury.

In his letter asking Colonel Johnson to accept the chairmanship, Mr. Steelman recalled that, when the export committee was formed, the "major difficulties" were "lack of adequate port facilities and coordination of water transportation with inland transportation." Present transportation difficulties, the letter added, "are primarily those involving inland transportation facilities"—the field of Colonel Johnson's jurisdiction. Agencies represented on the committee, in addition to the O. D. T. are the State, Commerce, and Agricultural departments, the Civilian Production Administration, National Housing Agency, Solid Fuels Administration, and Maritime Commission.

In suggesting how the committee should proceed, the O. W. M. R. director asked that it give "serious consideration" to the reinstitution of the Interstate Commerce Commission's Service Order No. 454 which required railroads to grant preference in car supply and in delivery at ports to foreign relief food shipments. The order was suspended as of September 11. In making his argument for its reinstatement, Dr. Steelman had this to say:

"There are certain objectives to which this government is firmly committed and which I should like to reemphasize. The urgent demands from the deficit areas of the world for essential commodities, particularly coal and food, are of principal concern in our international relationships. These problems, therefore, cannot be placed as secondary to our domestic requirements. I should appreciate your continuing to give particular attention to the export of coal and grain."

The O. W. M. R. director also mentioned "the urgent requirements of the veterans emergency housing program and the in-

creasing demands on transportation facilities for our basic industrial and agricultural production." He added that "requirements of these essential activities must be met to the fullest possible extent." Instructing Colonel Johnson on how to proceed as chairman of the committee, Dr. Steelman said: "You should seek the advice and guidance of the member agencies in all problems involved in meeting the total transportation requirements. I am addressing letters to the departments and agencies of the government outlined above requesting that they immediately notify you of their designated representative for this committee. I trust that you will call them together at your earliest convenience and place before them the most urgent problems of meeting the total transportation demands."

Further Extension of U.S.M.C.'s "Temporary" Carrier Rights

The Interstate Commerce Commission has granted the application of the United States Maritime Commission for a further extension in its name of the "temporary" authority, originally granted a year ago to the War Shipping Administration, to operate as a common or contract carrier by water in coastwise or intercoastal service between points on the Atlantic, Gulf of Mexico, and Pacific coasts. The new extension is from September 30 until December 31.

Materials and Prices

The following is a digest of orders, notices and information that have been issued by the Civilian Production Administration, Reconstruction Finance Corporation, and the Office of Price Administration, since September 9 and which are of interest to railways:

Lead—A plan to allow battery manufacturers to carry over 20 per cent of any unused quarterly lead allotments into the next quarter of the year has been recommended by the Automotive Battery Industry Advisory Committee, C. P. A. has announced. This plan would permit battery manufacturers to utilize more fully their permitted quantities of lead.

Pig Iron—Issuance of October authorizations to purchase pig iron for housing products and railroad brakeshoes has been postponed to Sept. 30 from Sept. 27, because of delay in receipts of applications, and pig iron producers will be required to accept such orders for October delivery up to Oct. 5, C. P. A. has ruled in an amendment to direction 13 to Steel Preference Order M-21.

Priorities—Procedures by which eligible persons may buy certain materials held by the R. F. C. are listed by C. P. A. in new PR 34, covering 33 metals, minerals and other materials held by R. F. C.

Priorities—C. P. A. has made CC priority ratings available to producers of portland cement, several plumbing and heating items, and woodworking machinery, in order to sustain or increase production, in amendments to PR 28.

Prices

Building Materials—Increases in the delivered prices for four categories of building and construction materials reflecting government approved rail freight increases have been authorized for clay and shale building brick (common, glazed and face), structural clay tile, clay drain tile produced by other than vitrified clay sewer pipe manufacturers, and sand lime brick. Amendment 63 to Order 1 under Section 25 of O. P. A. Regulation 592 is effective Sept. 23.

Cement — Out-of-area pricing provisions for cement sold by manufacturers have been clarified to include shipments to anyone if the cement is not resold in the same form, in Amendment 20 to O. P. A. Regulation 224, effective Sept. 10.

Concrete—Manufacturers' ceilings for ready-mixed concrete have been raised to reflect increased costs resulting from rail freight increases approved by the I. C. C. and state regulatory agencies and increased costs of cement in Amendment 64 to Order 1 under Section 25 of O. P. A. Regulation 592, effective Sept. 23.

Construction Machinery—Manufacturers of construction and road maintenance machinery and equipment have been given a price increase factor of 13.5 per cent from base date prices, in Order 676 under revised O. P. A. Regulation 136, effective Sept. 17.

Decontrol—Aromatic red cedar lumber and logs, have been supended from price control, in Amendment 54 to Supplementary Order 129, effective Sept. 12.

Decontrol — Suspension of price control over specified types of industrial equipment and parts, including much electrical machinery and equipment, construction equipment used largely for highway building and maintenance, and several miscellaneous machines and parts has been authorized by O. P. A. in Amendment 55 to Supplementary Order 129, effective Sept. 18.

Glass—Ceiling prices for window and picture glass have been raised approximately 18 per cent and ceilings for glazed sash and windows, glazed sash doors, combination doors and glazed garage doors have been increased 4 per cent in Amendment 20 to Revised O. P. A. Regulation 293, effective Sept. 16 and Amendment 62 to Order 1 under Section 25 of Regulation 592, effective Sept. 11.

Linseed Oil—An increase in processors' ceilings on linseed oil amounting to two cents a lb. has been announced by O. P. A., to become effective Sept. 18. 1946. Recommended by the Department of Agriculture, the increase is granted to compensate flaxseed crushers to the extent of 40 cents of an increase of 65 cents a bushel (Minneapolis basis) in flaxseed, effective September 9. The Department of Agriculture also recommended the higher flaxseed ceiling. A prior increase of 1.3 cents per lb. in linseed oil ceilings and today's increase reflect the entire 65 cents higher cost in flaxseed to crushers. No absorption is being required at this time to insure continued production of this essential component of paints, varnishes, linoleum and other products.

Softwood Moldings — An across-the-board increase of about 20 per cent over existing ceilings for softwood moldings, other than western pine, has been authorized at all levels of distribution, in Amendment 5 to O. P. A. regulation 601, effective Sept. 17.

Abandonments

CENTRAL OF NEW JERSEY. — This road has applied to the Interstate Commerce Commission for authority to abandon a portion of its so-called Hibernia Mine branch, extending 3.06 miles north from a point north of Rockaway, N. J. There has been no traffic routed over the line since August, 1942.

MISSOURI & ARKANSAS. — This road, which has been strikebound since September 6 when members of the Brotherhood of Railroad Trainmen walked out as the result of a wage dispute, has applied to the Interstate Commerce Commission for authority to abandon its entire line, consisting of 359.7 miles of main line between Joplin, Mo., and Helena, Ark., and 5.2 miles of branch line. The application states that the financial history of the company has been "one of consistent losses."

Supply Trade

James G. Mowry, industrial salesman for the **Pittsburgh Plate Glass Company's** paint division, has retired. He was associated with the company for 45 years.

The **General Electric Company** has purchased from the Reconstruction Finance Corporation, for $5,000,000, the Ft. Wayne, Ind., plant, which it operated during the war.

Paul H. Maurer, formerly research engineer, has been appointed chief engineer in charge of all production engineering, research and development, for the **National Pneumatic Company.**

J. N. Thorp has joined the sales staff of the **Marvel Equipment Company,** in charge of the firm's eastern sales as far west as Buffalo, N. Y. He will maintain his office in New York.

A. Watson Armour has been elected

A. Watson Armour

chairman of the board of directors of **National Aluminate Corporation.**

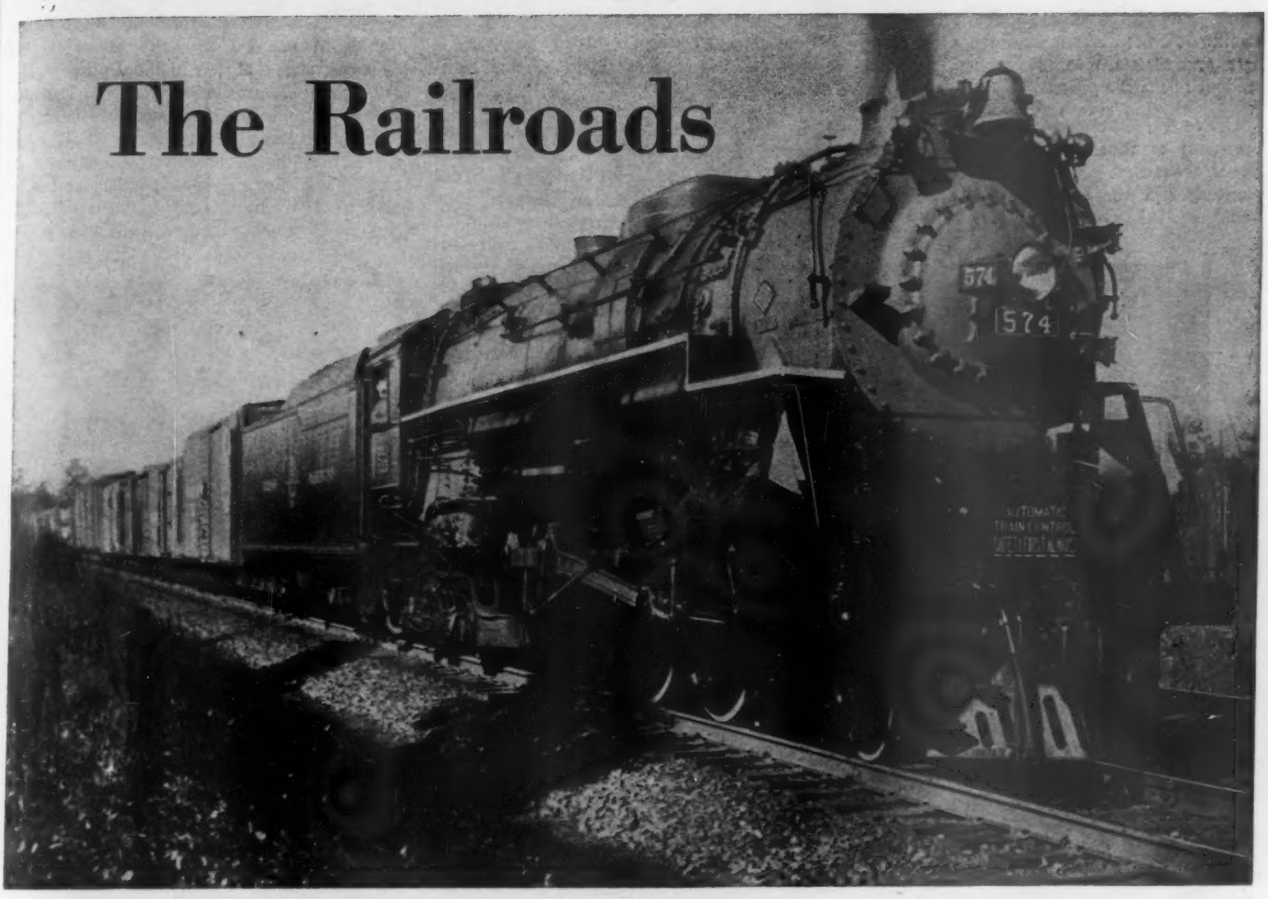
Paul Sarles has been appointed mechanical engineer of the **Nathan Manufacturing Company,** New York. Mr. Sarles was formerly associated with the Lima Locomotive Works and the Chicago, Burlington & Quincy.

T. J. Flynn, assistant to the Southeastern district sales manager of the **American Lumber & Treating Company,** with headquarters at Jacksonville, Fla., has returned to that position following his release from military service.

Robert D. Evans has joined the sales development division of the **Caterpillar Tractor Company** as consulting civil engineer on earth-moving equipment and its applications. He was previously chief field engineer for R. G. Le Tourneau, Inc.

George S. Goodwin, associated for the past three years with the railway supply division of the Reynolds Metal Company at Chicago, has been appointed mechanical engineer, Army Service Forces, Transportation Corps, rail section of the United States Army. Before joining Reynolds Metal, Mr. Goodwin was in the mechanical

News Department continued on next left-hand page



must always look far ahead

Traffic demands must be anticipated for long periods in advance because equipment cannot be built "overnight". So versatile motive power is especially important — locomotives capable of speeding passenger traffic or handling heavy freights with equal facility and economy of operation.

Lima-built modern steam locomotives meet these requirements, and provide the superior performance that results from Lima's insistence upon the highest standards of design, workmanship and materials.

LIMA LOCOMOTIVE WORKS INCORPORATED, LIMA, OHIO

depar[illegible]ent of the Chicago, Rock Island & Pacific as chief draftsman, mechanical engineer and assistant to the general superintendent of motive power.

Cleve H. Pomeroy, whose election as president of the **National Malleable & Steel Castings Co.** was reported in the *Railway Age* for September 21, was graduated in 1912 from Adelbert college of

Cleve H. Pomeroy

Western Reserve university. He joined National Malleable in 1920, serving successively as credit manager, assistant treasurer, treasurer, secretary and treasurer and vice-president in charge of finances and accounting. In addition to serving as president, Mr. Pomeroy will continue his duties as treasurer. He has been a member of the board of directors since 1938.

Chester T. Stansfield has been elected president of the **Ellcon Company** and the **National Brake Company** to succeed **William M. Wampler,** whose death was reported in the *Railway Age* for August 24.

Born in Worcester, Mass., Mr. Stansfield was educated in Philadelphia, Pa. He was engaged in various engineering capaci-

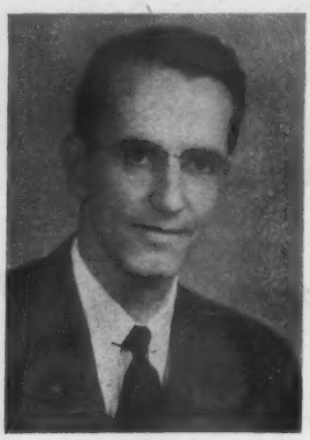
Chester T. Stansfield

ties with industrial and marine equipment manufacturers from 1915 to 1921, when he joined the Ellcon Company, serving in both engineering and sales capacities. He was elected vice-president and a director in 1936, and executive vice-president in 1944. Mr. Stansfield has been associated with National Brake since 1928 and, in 1940, was elected a director and vice-president of that company.

R. J. Leckrone has been appointed chief engineer in charge of engineering and machinery sales for the **Pittsburgh Steel Foundry Corporation,** Glassport, Pa. Mr. Leckrone was formerly chief designing engineer for the Lewis Foundry and Machine division of the Blaw-Knox Company.

Hagbart Johnsen has been appointed mechanical engineer of the **Montreal Locomotive Works, Ltd.** Graduated in 1926 from the Norwegian Technical university, with a degree in mechanical engineering, Mr. Johnsen joined Montreal Locomotive in 1928, serving as designing engineer and plant engineer prior to his recent appointment.

J. F. Weiffenbach, whose appointment as chief engineer of the Railroad division of **Fairbanks, Morse & Co.,** with headquarters at Chicago, was reported in the *Railway Age* of August 17, was born on November 20, 1910, at Chicago, and received his higher education at the University of



J. F. Weiffenbach

Michigan, from which he was graduated in 1934 with a degree in mechanical engineering. In that year he joined the Electro-Motive division of the General Motors Corporation, and prior to his recent appointment he had served continuously with that firm, doing locomotive engineering and designing.

J. E. Fifield, formerly with the United States Naval Research Laboratory and the American Brake Shoe Company, has joined the development and research division of the **International Nickel Company,** with headquarters at 75 Pearl street, Hartford, Conn.

The **Permutit Company** has acquired the **Simplex Valve & Meter Company** of Philadelphia, Pa., which will continue to operate under its own name. **H. W. Foulds,** president of Permutit, will be president of the newly-acquired subsidiary, to succeed **W. H. Roth,** who has been appointed chairman of the Simplex board.

E. A. Foster, whose appointment as manager of the application engineering department of the Railroad division, **Fairbanks, Morse & Co.,** with headquarters at Chicago, was reported in the *Railway Age* of August 17, graduated from the University of Illinois in 1927, with a degree in railway electrical engineering. Following graduation, he became a test engineer of rolling stock for the Chicago Surface Lines, and in 1930 he became associated with Sperry Products, Inc., at Hoboken, N. J.

E. A. Foster

In 1936 Mr. Foster joined the Electro-Motive division of the General Motors Corporation, and for the past 10 years, prior to his recent appointment, he had been associated with various departments of that firm.

Fayette Leister has been elected vice-president in charge of engineering for the **Fafnir Bearing Company,** New Britain, Conn. Mr. Leister joined Fafnir in 1921 as a sales engineer. He was placed in charge of the company's branch office in Detroit, Mich., in 1935, and in 1945 was appointed engineering manager of the main plant in New Britain.

James G. Graham has been appointed district manager of the Railroad division of **Fairbanks, Morse & Co.,** with headquarters at Chicago. Mr. Graham received his

James G. Graham

higher education at Ohio State University and Drexel Institute, after which he joined the J. G. Brill Company at Pittsburgh,

News Department continued on next left-hand page

MAKE YOUR *Existing* LOCOMOTIVES meet today's high-capacity operating requirements

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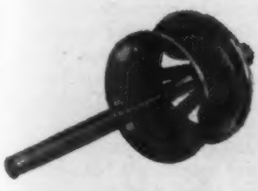

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Pa. From 1928 to 1932, he held a position in the operating department of the Baltimore & Ohio, and in the latter year he joined the New York Central as a general agent in the road's freight department. In 1938 he entered the employ of the Oliver Iron & teel Corp. at Pittsburgh as general manager of railroad sales, which position he held prior to his recent appointment.

T. F. Perkinson has been appointed assistant manager of the transportation engineering division of the **General Electric Company** at Erie, Pa. Graduated from Rensselaer Polytechnic Institute in 1924 as an electrical engineer, Mr. Perkinson joined General Electric's transportation divisions in 1925, where he worked principally on the development of the Diesel-electric locomotive.

The **Timken Roller Bearing Company** has announced the following appointments in its steel and tube division: **H. R. McLaren,** formerly superintendent of tube mills, has been appointed assistant general superintendent; **J. P. Wargo,** formerly assistant superintendent of tube mills and finishing departments, has been appointed superintendent of tube mills, and **R. R. Elsasser,** formerly manager of the Newton Falls, Ohio, plant, has been appointed assistant superintendent of tube mills.

Frank M. Bosart, whose appointment as eastern manager of locomotive sales of **Fairbanks, Morse & Co.,** with headquarters at New York, was reported in the *Railway Age* of August 17, was graduated from the Bliss Electrical School at Washington, D. C., and later joined the Chicago, Rock Island & Pacific. For the past 10 years he has been associated with the service and sales departments of the Electro-Motive division of General Motors Corporation.

Frank M. Bosart

OBITUARY

Brownrigg L. Norton, assistant vice-president of the Scullin Steel Company, with headquarters in New York, died on September 14. He was 45 years old. Mr. Norton was associated with Scullin for over 20 years.

Financial

BOSTON & ALBANY. — *Dividend.* — The dividend of $2 a capital share declared payable by this road on September 30 to stockholders of record on August 31 was incorrectly described as a reduced dividend in the *Railway Age* for September 7. Although the previous payment was $2.50 a share on June 29, it has been the road's custom since 1900 to pay $8.75 a share each year as follows: $2 on March 31, $2.50 on June 30, $2 on September 30 and $2.25 on December 31.

BOSTON & MAINE.—*Acquisition.*—Division 4 of the Interstate Commerce Commission has authorized this road to acquire the properties and franchises of the Troy & Bennington, which it has operated under lease since 1900. The purchase price of $301,000 is equivalent to $200 a share for the T. & B. stock, but in the liquidation of the latter, "over 90 per cent" will be returned to the B. & M., as a T. & B. stockholder. In approving the transaction, the commission approved labor-protection provisions as set forth in the Interstate Commerce Act's section 5(2).

BOSTON & MAINE.—*Acquisition of Leased Line.*—This road has applied to the Interstate Commerce Commission for authority to acquire the property and franchises of the Pemigewasset Valley, which it has operated under lease since 1895. The B. & M. proposes to pay $231,976 for the line, an amount equivalent to $42.84 per share of the outstanding capital stock of the P. V. The applicant as of July 31 owned 76.5 per cent of the P. V.'s stock, including 414,100 shares of its common stock. The P. V. extends 21.4 miles from Lincoln, N. H., to Plymouth, where it connects with the main line of the B. & M.

CENTRAL OF GEORGIA. — *Reorganization Expenses.*—Division 4 of the Interstate Commerce Commission has approved maximum limits of allowances for compensation and expenses in connection with this road's reorganization proceedings for the period generally from June 19, 1940, to December 7, 1945. The total approved is $269,332 on claims totaling $674,966. The largest amount involved was $26,000 allowed on a claim of $63,158 by Davis, Polk, Wardell, Sunderland & Kiendl for services and expenses as associate counsel for the trustee. No allowance in addition to amounts previously received was approved for T. M. Cunningham, counsel for the trustee, who claimed another $60,000. Other claimants and amounts approved for them included: Debevoise, Stevenson, Plimpton & Page, counsel for the trustee under the first mortgage; $24,500 on a claim of $56,750; Alexander & Green, counsel for the trustee under the consolidated mortgage, $24,500 on a claim of $55,000; Bankers Trust Company, trustee under the consolidated mortgage, $24,343 on a claim of $53,343; Rathbone, Perry, Kelley & Drye, counsel for the trustee under three mortgage indentures, $22,511 on a claim of $50,011; Liberty National Bank & Trust Company of Savannah, Ga., $21,202 on a claim of $38,285 as trustee under the first mortgage, and $659 on a claim of $1,159 as trustee under the third preference income mortgage.

CHICAGO, AURORA & ELGIN.—*New Company.*—Reorganization of the Chicago, Aurora & Elgin *Railroad* Company will be completed October 1, on which date the property will be transferred to the Chicago, Aurora & Elgin *Railway* Company. A. L. Schwartz, trustee of the road, has been elected president of the new company. Other officers are: P. R. Elfstrom, executive officer and general manager, who becomes vice-president and general manager of the new company; Grenville Beardsley, attorney for the trustee, who will be the new treasurer, and C. K. Schwartz, who will be secretary. The four officers will serve on the board of directors, which will also include W. F. Anderson, retired Chicago banker.

DULUTH, MISSABE & IRON RANGE.—*Refunding.*—This road has applied to the Interstate Commerce Commission for authority to issue $19,200,000 of 16-year first mortgage serial bonds, the proceeds, together with other funds, to be used to call at 105 the applicant's first mortgage 3½ per cent bonds, outstanding in the amount of $19,800,000. The new issue, to be sold on the basis of competitive bids with the interest rate fixed by such bids, would mature in amounts of $1,200,000 on each October 1 from 1947 to 1962, inclusive. The applicant anticipates a "substantial reduction in the interest rate" from the 3½ per cent carried by the present bonds which would not mature until October 1, 1962.

FLORIDA EAST COAST.—*Reorganization.*—The Interstate Commerce Commission, in a September 23 order by Commissioner Mahaffie, authorized the Seaboard Air Line to intervene in the Finance Docket No. 13170 proceeding involving the reorganization of this road. The order stipulates that the Seaboard's intervention shall be "solely for the purpose of participating in oral argument . . . upon the record as heretofore made and in any further proceedings"; and that it "shall not be construed as permitting a reopening of the record to receive further evidence." The Atlantic Coast Line had asked the commission to deny the Seaboard's petition for leave to intervene.

FORT WORTH & DENVER CITY.—*Promissory Notes.*—Division 4 of the Interstate Commerce Commission has authorized this road to issue at par not exceeding $163,224 of promissory notes in connection with arrangements for financing, under conditional sales agreements, the acquisition of two 1,000-hp. Diesel-electric switching locomotives from the Electro-Motive Division of the General Motors Corporation at a total cost of $181,360. The commission's order stipulated that the notes shall bear interest at 1.375 per cent, the bid of the Republic National Bank of Dallas, Tex., which had been accepted subject to commission approval.

MONTOUR-YOUNGSTOWN & SOUTHERN.—*Sale.*—Applications have been filed with the Interstate Commerce Commission for approval of transactions whereby the Pitts-

News Department continued on next left-hand page

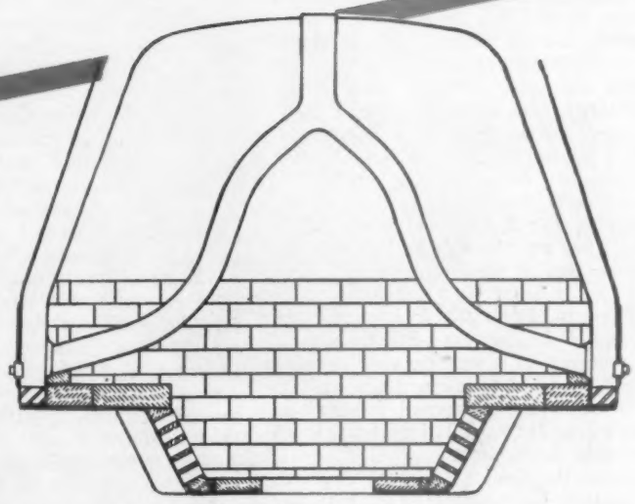
OIL-BURNING LOCOMOTIVES

are being equipped with...

SECURITY CIRCULATORS

SINCE the introduction of Security Circulators to oil-burning locomotives, 487 circulators have been ordered by seven different railroads for 101 steam locomotives burning oil.

The value of Security Circulators in these locomotives has been demonstrated conclusively by *improvement in boiler performance* and *minimizing of firebox maintenance*, as the direct result of the better circulation of water in the boiler produced by the circulators.



Cross-section of Security Circulator installation in oil-burning locomotive

AMERICAN ARCH COMPANY, INC.

NEW YORK • CHICAGO

SECURITY CIRCULATOR DIVISION

burgh Consolidation Coal Corporation proposes to sell these roads to the Pennsylvania and the Pittsburgh & Lake Erie for $10,000,000 (see *Railway Age* of September 21, page 499). The applications are those of the P. R. R., P. & L. E. and New York Central (as owner of the latter) for authority to acquire control of the two roads and to assume the Y. & S.'s outstanding indebtedness. Also there is the Y. & S. application for authority to extend its lines over private tracks of the coal company between Negley, Ohio, and Smith's Ferry, Pa.

MISSOURI-KANSAS-TEXAS.—*New Director.*—Paul B. Jamison, a vice-president and a director of the International Shoe Company, has been elected to the board of directors.

NORFOLK SOUTHERN.—*Refunding.*—Division 4 of the Interstate Commerce Commission has authorized this road to issue $3,200,000 of 3 per cent first-mortgage sinking-fund bonds, series B, the proceeds to be applied toward the retirement on January 1, 1947, at 103, of series A 4½ per cent bonds, due July 1, 1998, and outstanding in the amount of $3,393,300. The report exempts the issue from the commission's competitive bidding requirements, thus paving the way for consummation of plans to sell it at par to five insurance companies, whose offers had been accepted subject to commission approval. The buyers are Connecticut Mutual Life Insurance Company, $900,000; New England Mutual Life Insurance Company, $800,000; Massachusetts Mutual Life Insurance Company, $750,000; Mutual Benefit Life Insurance Company, $500,000; and Guardian Life Insurance Company, $250,000. The bonds, dated July 1, 1946, will mature July 1, 1986; and they will be redeemable at 105 and accrued interest on or before July 1, 1950, the premium decreasing by one-half of one per cent each four years thereafter to 100½ after July 1, 1982, and before July 1, 1986. They may be redeemed for sinking fund purposes at par and accrued interest.

PITTSBURG, BESSEMER & LAKE ERIE.—*Proposed Debt Increase.*—Stockholders of this company, at a meeting on November 14, will be asked to approve proposals to (1) increase the authorized indebtedness by the sale of $12,000,000 of mortgage bonds to provide funds for the payment, or to reimburse the company for the payment, of existing indebtedness; (2) authorize the directors and officers to arrange with the Bessemer & Lake Erie, lessee of the company's properties, to make such advances as may be necessary from time to time to enable it to meet any sinking fund requirements with respect to the proposed mortgage bonds, such advances to be credited to the Bessemer & Lake Erie as they are made, or (3) to make such other arrangements therefor with the latter company as the shareholders may authorize at the meeting.

SAN PAULO RAILWAY (BRAZIL).—*Taken Over By Government.*—This British-owned road has been appropriated by the government of Brazil, which will pay the stockholders approximately $26,555,221 in federal bonds bearing 7 per cent interest.

Average Prices Stocks and Bonds

	Sept. 24	Last week	Last year
Average price of 20 representative railway stocks	48.09	52.31	58.10
Average price of 20 representative railway bonds	87.85	91.03	97.71

Dividends Declared

Kansas City Southern.—preferred, $1.00 payable October 15 to holders of record September 30.

Pere Marquette.—5% prior preferred accum., $1.25, payable November 1 to holders of record October 7.

Wheeling & Lake Erie.—75c, quarterly, payable October 1 to holders of record September 23.

Construction

CHESAPEAKE & OHIO.—This road has awarded contracts for the following projects, the estimated costs of which are shown in parentheses: To C. E. Nuckols, Richmond, Va., for extending the roundhouse and installing a drop pit table at Fulton, Va. ($38,000); to Bickelhaupt, Inc., Richmond, for installing a car washing machine at Richmond ($37,500); to Haley, Chisholm & Morris, Inc., Charlottesville, Va., for revising the line at Keswick, Va. ($167,300), for a line change which includes a new bridge at Goshen, Va. ($214,375), a line change between Millboro and Lick Run tunnels, Millboro, Va. ($149,910), a line and grade change at Millboro ($59,000), and a line change, including the conversion of Mason's tunnel into an open cut ($160,450), also at Millboro; to the Forbes Construction Company, Huntington, W. Va., for grading and masonry for the mine tracks at Essex, W. Va. ($94,000) and Sarita, W. Va. ($113,600); to the Roberts & Schaffer Co., Chicago, for a coaling station at Paintsville, Ky. ($193,500); to the Ogle Construction Company, Chicago, for a coaling station at Martin, Ky. ($109,500), and the replacement of sandhouse facilities and the rearrangement of tracks at Parsons, Ohio ($44,700).

The following projects have been authorized and the probable costs are given in parentheses: The replacement of pedestals in a viaduct at Richmond ($72,300); repairs to bridge No. 1798 at Charlottesville ($22,400); a modern furnace and vat to replace the old facilities ($44,000) and a 30-ton Diesel locomotive crane to replace a steam crane ($38,170), both at the reclamation plant, Barboursville, W. Va.; the replacement of a 110-ton track scale with 150-ton SH scale at Elk, W. Va. ($26,600); four electrically-driven jacks of 80-ton capacity and the construction of two heavy metal lifting beams at the Huntington shops ($31,100); a centralized traffic control system from Aden, Ky., to Olive Hill ($134,000); extending the shop building and installing machinery and equipment at Russell, Ky., further details of which appear in the general news columns ($834,000); and replacing a coal trestle at Newport, Ky. ($47,800).

NEW YORK, NEW HAVEN & HARTFORD.—This road has authorized a project involving the replacement of the present motor-operated semaphore signal mechanisms from Meriden, Conn., to Springfield, Mass., with color-light signal mechanisms of the searchlight type. The probable cost is $88,745. Also authorized was the installation of automatic gates and crossing signals with pedestrian bells at Framingham Centre, Mass., at a probable cost of $24,580.

SOUTHERN.—This road has awarded a contract to the Blythe Brothers Company, Charlotte, N. C., for grading and drainage on track leading to the Celanese Corporation of America plant at Cel River, S. C., at an estimated cost of $27,000. The road's own forces will build the track at a probable cost of $108,000. The following two projects, the costs of which are given in parentheses, have been authorized: Work by the road's forces on track facilities to serve the Mead Corporation at Mead, Ga. ($40,000) and the construction of additional tracks in the yard at Monroe, Va., ($36,490); the grading and drainage on the latter is to be let by contract and the track work to be done by company forces.

Equipment and Supplies

LOCOMOTIVES

The SEABOARD AIR LINE has ordered 13 3,000-hp. single-unit Diesel-electric locomotives from the Baldwin Locomotive Works.

The TEXAS & PACIFIC has ordered seven 1,000-hp. Diesel-electric switching locomotives from the Electro-Motive division of the General Motors Corporation. The authorization to purchase this equipment was reported in the *Railway Age* for September 21, page 496.

The CHICAGO, BURLINGTON & QUINCY has ordered 17 Diesel-electric locomotives from the Electro-Motive division of the General Motors Corporation. The order consists of six 6,000-hp. freight, two 4,500-hp. freight, three 4,500-hp. passenger, five 4,000-hp. passenger and one 2,000-hp. passenger locomotives. This equipment will cost about $8,000,000.

The ITALIAN GOVERNMENT has purchased from surpluses abroad 248 locomotives of the 2-8-0 type. The locomotives were built by the American Locomotive Company, the Baldwin Locomotive Works and the Lima Locomotive Works. The Italian government is understood to be buying in this country additional supplies for the locomotives.

The MISSOURI-KANSAS-TEXAS has ordered ten 1,000-hp. Diesel-electric switchers, five of which are to be built by the Baldwin Locomotive Works and five by the Electro-Motive division of the General Motors Corporation. The switchers, to cost nearly $1,000,000, will be used in the road's yards at Waco, Tex., and Fort Worth. Delivery is expected in January, 1947.

FREIGHT CARS

The WESTERN PACIFIC has ordered 250 40-ton box cars from the Mt. Vernon Car

News Department continued on next left-hand page

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This prevents the formation of deposits within the superheater units.

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Manufacturing Company division of the Pressed Steel Car Company. The inquiry for this equipment was reported in the *Railway Age* for June 29, page 1284.

The GEORGIA has ordered 50 50-ton 40½-ft. box cars from the Pullman-Standard Car Manufacturing Company.

The ATLANTA & WEST POINT has ordered 50 50-ton 40½-ft. box cars from the Pullman-Standard Car Manufacturing Company.

The WESTERN OF ALABAMA has ordered 50 50-ton 40½-ft. box cars from the Pullman-Standard Car Manufacturing Company.

The CHICAGO, BURLINGTON & QUINCY has ordered 1,000 steel hopper cars, 800 steel-sheathed box cars, 200 steel-frame stock cars, 100 steel-sheathed parts cars and 100 steel flat cars from its shops at Lincoln, Neb. The cost of this equipment will be approximately $7,500,000.

The PENNSYLVANIA has ordered 1,100 high-tensile steel box cars from its own shops at Altoona, Pa. This is in addition to an order for 500, reported in the *Railway Age* for March 10, 1945, page 470. One hundred of the cars will be 60½ ft. long and the remaining 1,000 will be 50½ ft. long.

SIGNALING

The WESTERN MARYLAND has ordered from the Union Switch & Signal Co. materials for installation of single-station code remote control of Colmar, Pa., from Deal on the Connellsville sub-division, and single-station code remote control of Waynecastle, Pa., from Conboy on the Lurgan sub-division. The material includes separate B-60 table-type control machines, A-21 electro-pneumatic switch layouts, style R-2 color light high signals, style N-2 dwarf signals, necessary coding and storage equipment, relays, transformers, rectifiers and housings. The field construction will be done by the railroad's forces.

The ATCHISON, TOPEKA & SANTA FE has ordered from the Union Switch & Signal Co. materials to extend westward to Pampa, Tex., a distance of 43.8 miles, the recently completed centralized traffic control project from Waynoka, Okla., to Canadian, Tex., controlled from Amarillo, Tex. Equipment involved includes a 5-ft., style-C control machine, which will be located at Amarillo, 54.1 miles west of Pampa, and placed adjacent to the existing 15-ft. machine controlling the territory between Waynoka and Canadian. Transmission materials include the full complement of carrier equipment to operate the new section over the existing 205.6 miles of code line, which, with the new territory, will carry the control and indication carrier channels for five C. T. C. sections, or ten carrier frequencies, controlling a territory of 151.5 miles of track, with Pampa as the nearest point of control from the Amarillo machine. Materials include H-5 searchlight signals, M-22A electric switch machines, SL-21A electric switch locks, U-5 switch circuit controllers, relays, rectifiers and housings. Installation in the field will be done by railroad forces.

Railway Officers

EXECUTIVE

Oscar Townsend, whose retirement as vice-president in charge of traffic of the Chicago Great Western, with headquarters at Chicago, was reported in the *Railway Age* of September 7, was born on April 15, 1874, at Cleveland, Ohio, and received his higher education at the University of Cleveland. Mr. Townsend began his railroad career as a rate clerk on the Cleveland, Lorain & Wheeling (now part of the Baltimore & Ohio). After several years railroad service, he left the road and became a mining engineer, traveling throughout the West. Later he became a rate clerk of the Canadian Pacific at Pittsburgh, Pa. He was advanced to traveling freight agent, which position he held for three years prior to accepting a similar position with the

Oscar Townsend

Chicago, Milwaukee & St. Paul (now the C. M. St. P. & P.), with headquarters at Pittsburgh. In 1910 Mr. Townsend joined the Chicago Great Western as assistant general freight agent at Pittsburgh, and subsequently was appointed to the same position with headquarters at St. Paul, Minn. In 1918 he was promoted to general freight agent at Chicago, and in 1924 he was advanced to traffic manager there. He became vice-president in charge of traffic in 1929, which position he held at the time of his retirement.

FINANCIAL, LEGAL AND ACCOUNTING

John E. M. Taylor has been appointed general attorney of the Missouri-Kansas-Texas, with headquarters at Oklahoma City, Okla., succeeding **M. D. Green,** who has retired. **Lloyd W. Jones** has been appointed general attorney, with headquarters at Parsons, Kan., succeeding **W. W. Brown,** who has retired.

W. Angus Crosbie, auditor of miscellaneous accounts for the Canadian Pacific, has been named assistant to the comptroller. **John C. Gilmer,** general tax accountant, succeeds Mr. Crosbie as auditor miscellaneous accounts, while **Fred A. Rutherford,** supervisor of methods in the comptroller's office, has been appointed general tax accountant.

E. Z. Mast, general claim agent of the Missouri-Kansas-Texas, with headquarters at Parsons, Kan., has retired after 43 years of service with the road. Mr. Mast was graduated from the University of Texas in 1896, and began his railroad career in 1903 as local attorney for the Katy at New Braunfels, Tex. He entered the road's claim department in 1905 as claim agent at Oklahoma City, Okla., and later was moved to Parsons. He served in various cities until 1919, when he was advanced to assistant general claim agent. In 1937 he was promoted to general claim agent, which position he held until his retirement.

William C. Fitch, general freight claim agent of the Southern Pacific, with headquarters at San Francisco, will retire on September 30, after 42 years of railroad service. Mr. Fitch was graduated from the University of Minnesota, and joined the S. P. in 1904 as assistant claims attorney at San Francisco. He was advanced to freight claim agent in 1919, and in 1929 he was promoted to manager, perishable freight traffic. He became general freight claim agent in 1939. Mr. Fitch has served as chairman of the Freight Claim Division, Association of American Railroads, and as president of the Associated Traffic Clubs of America.

OPERATING

L. N. Landreth, trainmaster of the Atchison, Topeka & Santa Fe, with headquarters at Las Vegas, N. M., has been promoted to division superintendent, with headquarters at Emporia, Kan., succeeding **O. D. Crill,** who has been transferred to Fort Worth, Tex., succeeding **O. H. Osborn.** Mr. Osborn has been transferred to Winslow, Ariz., succeeding **A. J. Smith,** who has been transferred to San Bernardino, Cal. Mr. Smith succeeds **A. B. Enderle,** whose promotion to assistant general manager, Coast Lines, with headquarters at Los Angeles, Cal., was reported in the *Railway Age* of September 14.

TRAFFIC

W. H. Harlow, general agent of the Atchison, Topeka & Santa Fe, with headquarters at Mexico, D. F., Mex., has retired after 43 years of service.

C. E. Harris has been appointed general agent in charge of the newly-opened traffic agency of the Northern Pacific at Toronto, Ont.

W. C. Lane, traveling passenger agent of the Missouri Pacific, with headquarters at San Antonio, Tex., has been promoted to district passenger agent, with the same headquarters.

C. Robert Burr, district freight agent on the Pennsylvania, with headquarters at Richmond, Ind., has been promoted to divi-

News Department continued on next left-hand page

Millions

of miles without sliding a wheel

Millions of miles without sliding a wheel! Think what that means in terms of better braking, smoother riding, reduced maintenance, and greater safety. Service performance reveals tangible results achieved by "AP" Decelostats: Not a single slid wheel was reported for the nine months covering four million miles of passenger train operation on three railroads!

"AP" Mechanical Decelostat detects wheel slip—keeps the wheels rolling when brakes are applied. Equipment availability is increased and maintenance costs reduced.

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Speed Governor Control . . . for regulating brake forces to wheel speeds.

"AP" Mechanical Decelostat . . . for wheel slip detection to keep the wheels rolling.

Westinghouse Air Brake Co.

WILMERDING, PA.

sion freight agent, with headquarters at Louisville, Ky., succeeding **H. H. Thomasson**, who died recently. Mr. Burr is succeeded at Richmond by **James M. C. Collins**, district freight agent at Akron, Ohio, who in turn is succeeded by **Milton C. Marquet**, district freight agent at Cincinnati. Mr. Marquet is succeeded by **Elmer R. Norris**, who has been on duty in the road's general office at Philadelphia, Pa., since his return from military service.

G. P. Roberts, general agent of the Chicago Great Western, with headquarters at Pittsburgh, Pa., has been transferred to Waterloo, Iowa, succeeding **W. C. Lundberg**, who has been transferred to Mason City, Iowa.

J. C. Bland, whose promotion to general passenger agent of the Southern, with headquarters at Memphis, Tenn., was reported in the *Railway Age* of September 14, was born April 22, 1886, and began his railroad career in 1906 as a telegraph operator on the Southern, serving in several cities along the line, until 1913 when he was advanced to city passenger and ticket agent at Savannah, Ga. In 1918 he was promoted to passenger agent at Spartanburg, S. C., and also served in that position at Macon, Ga., and Atlanta. From 1920 to 1931 Mr. Bland was district passenger

J. C. Bland

agent at Macon, and at Tampa, Fla., after which he moved to Detroit, Mich., as district freight and passenger agent. He was promoted to assistant general passenger agent at Memphis in 1942, which position he held until his current promotion.

B. J. King, assistant general freight agent of the Seaboard Air Line, with headquarters at Miami, Fla., has been appointed assistant freight traffic manager at Atlanta, Ga., succeeding the late **E. L. Setzer. Wallace Smith** has been named division freight agent at Miami.

D. C. Simpson has been appointed general agent of the Minneapolis, St. Paul & Sault Ste. Marie, with headquarters at Winnipeg, Man., effective October 1, succeeding **C. F. Ronnan**, who will retire on that date. **E. Jacquest** will become general agent at Edmonton, Alta., on October 1.

C. R. Seel, whose appointment as eastern traffic manager of the Chicago Great Western, with headquarters at New York, was announced in the January 19 *Railway Age*, and whose biography appeared in the February 23 issue, has been reappointed general agent at Pittsburgh, Pa., at his own request due to his inability to find residence for himself and family in New York.

Charles W. Haynes, whose appointment as general passenger agent of the Chesapeake & Ohio, with headquarters at Richmond, Va., was announced in the Au-

Charles W. Haynes

gust 24 issue of *Railway Age*, was born at Dayton, Ohio, on November 28, 1889, and has attended the University of Cincinnati. He entered railroading in 1905 with the C. & O., and advanced through various clerical positions at Cincinnati, Ohio, until 1924, when he was named division passenger agent at Huntington, W. Va. He returned to Cincinnati as traveling passenger agent in 1927, then went to Chicago in 1933 as northwestern passenger agent, and became district passenger agent there in 1940. Mr. Haynes was then advanced to assistant general passenger agent at Cincinnati, and was transferred to Richmond in 1942, maintaining the latter post until his recent appointment.

W. F. Coyne, general agent, passenger department of the Southern Pacific, with headquarters at Chicago, has been promoted to assistant to passenger traffic manager, a newly created position, succeeding to the duties of **J. C. Gilpin**, assistant passenger traffic manager, who will retire on September 30, after 44 years of service. Mr. Gilpin was born on September 2, 1880, at Ennis, Tex., and entered railroad service in 1902 as a stenographer in the office of the division passenger agent of the Houston & Texas Central (now part of the Southern Pacific). In 1903 he was advanced to stenographer and passenger rate clerk in the Southern Pacific's general office at Houston, Texas, and from 1906 to 1913 he served as chief passenger rate clerk, with headquarters at New Orleans, La. In the latter year, Mr. Gilpin was promoted to assistant to director of traffic at New York, and held that position until 1929, when he became general passenger agent of the Southern Pacific Steamship Lines there. In 1933 he was advanced to assistant passenger traffic manager of the S. P. at Chicago.

MECHANICAL

Carl Dierks, chief inspector, car department, of the Delaware & Hudson, has been appointed assistant superintendent of car equipment, with headquarters as before at Albany, N. Y., effective October 1, when the position of chief inspector, car department, will be abolished.

PURCHASES AND STORES

A. G. Denham, whose promotion to assistant chief purchasing officer of the St. Louis-San Francisco, with headquarters at St. Louis, Mo., was reported in the *Railway Age* of September 14, was born on November 1, 1892, at Springfield, Mo., and entered railroad service in 1913 with the St. Louis-San Francisco as a stock clerk. He held several clerical positions prior to entering the army in 1917, and returned in 1919 as a clerk in the general storekeeper's office. Mr. Denham was advanced to storekeeper at Joplin, Mo., in 1920, and in that same year was promoted to division storekeeper, with headquarters at Ft. Smith, Ark. In 1925 he was made chief clerk to the general storekeeper, and further advanced to assistant general storekeeper in 1941, which position he held until his recent promotion.

Clinton D. Baldwin, purchasing agent of the Bangor & Arrostook, with headquarters at Bangor, Me., will retire on September 30 after 34 years in that post. Mr. Baldwin was born in Verona, N. J., on May 23, 1874, and began his railway career in 1895 as a clerk for the North Jersey Street Railway. In 1899 he was appointed purchasing agent of the Jersey City, Hoboken & Paterson Street Railway, then in 1904 went with the United Railways of San Francisco, Cal., as purchasing agent. Mr. Baldwin spent the four years from 1908 to 1912 in real estate development in New Jersey. In 1912 he went to Bangor to take over the post from which he now retires.

SPECIAL

Thomas L. Peeler, director of industrial development of the Missouri-Kansas-Texas, with headquarters at Dallas, Tex., has retired.

Henry W. Quellhorst, captain of police on the Pennsylvania, with headquarters at Jersey City, N. J., has been promoted to superintendent of police, western region, with headquarters at Chicago, succeeding **John W. Shumaker**, who has been transferred to Pittsburgh, Pa., succeeding the late **John G. Sersch.**

OBITUARY

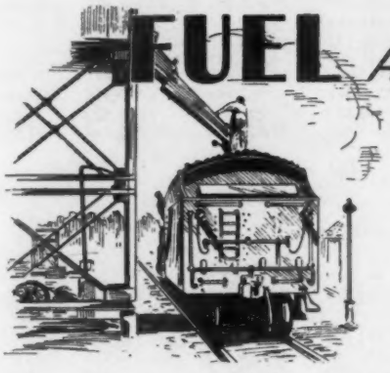
Albert R. Brashear, who retired in 1937 as general freight agent of the Missouri-Kansas-Texas, after 56 years service, died recently in St. Louis, Mo.

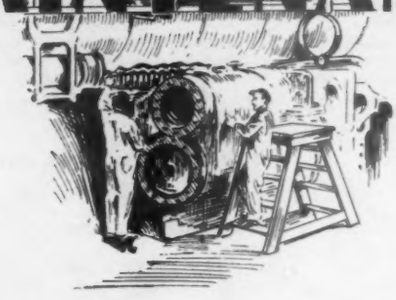
W. J. Heckmann, general claims attorney of the Illinois Central, with headquarters at Chicago, died suddenly of a heart attack on September 24, at his home at Flossmoor, Ill.

Table of Operating Revenues and Expenses on next left-hand page

LESS WEIGHT HERE ➡ Saves

FUEL AND MAINTENANCE





HUNT-SPILLER Light Weight Valves team with Hunt-Spiller alloy steel pistons to reduce steam locomotive fuel consumption and maintenance. Lighter parts noticeably lessen the wear on bushings and other components, help increase availability.

Ease and speed of disassembling is a further advantage of Hunt-Spiller Light Weight Valves. You do not have to remove the cumbersome valve rod because packing and bull rings are held in place by a simple arrangement of follower rings, secured at each end by five nuts. Learn about these and other advantages from the Hunt-Spiller representative. Hunt-Spiller Mfg. Corporation, 383 Dorchester Ave., Boston 27, Mass.

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LIGHT WEIGHT
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DUPLEX SECTIONAL PACKING
AIR FURNACE GUN IRON

Operating Revenues and Operating Expenses of Class I Steam Railways

Compiled from 128 monthly reports of revenues and expenses representing 132 Class I steam railways

(Switching and Terminal Companies Not Included)

FOR THE MONTH OF JULY, 1946 AND 1945

Item	United States		Eastern District		Southern District		Western District	
	1946	1945	1946	1945	1946	1945	1946	1945
Miles of road operated at close of month	227,668	228,267	55,853	56,005	43,274	43,331	128,541	128,931
Revenues:								
Freight	$513,251,583	$589,158,931	$199,638,583	$208,580,043	$99,356,645	$101,738,592	$214,256,355	$278,840,296
Passenger	112,383,298	150,734,163	54,074,420	63,380,658	16,271,562	27,885,262	42,037,316	59,468,243
Mail	10,314,843	10,353,854	3,809,768	3,562,360	1,780,908	1,762,844	4,724,167	5,028,650
Express	5,637,390	12,155,144	58,699	3,445,269	708,311	1,354,542	4,870,380	7,355,333
All other operating revenues	32,452,991	33,296,372	15,140,535	14,388,980	3,799,460	4,378,957	13,512,996	14,528,435
Railway operating revenues	674,040,105	795,698,464	272,722,005	293,357,310	121,916,886	137,120,197	279,401,214	365,220,957
Expenses:								
Maintenance of way and structures	100,630,174	116,493,972	37,998,564	41,213,513	19,297,230	20,342,772	43,334,380	54,937,687
Depreciation	10,015,749	9,833,830	4,331,103	4,315,654	1,620,355	1,566,618	4,064,291	3,951,558
Retirements	1,051,850	1,778,267	166,158	278,343	62,572	184,905	823,120	1,315,019
Deferred maintenance	*594,941	64,466	*125,771	44,343	*19,095	.....	*450,075	20,123
Amortization of defense projects	58,002	2,329,494	18,777	681,785	12,221	411,746	27,004	1,235,963
Equalization	362,557	*712,952	*282,744	*975,264	305,529	732,674	339,772	*470,362
All other	89,736,957	103,200,867	33,891,041	36,868,652	17,315,648	17,446,829	38,530,268	48,885,386
Maintenance of equipment	122,052,454	139,391,027	52,030,384	55,800,482	22,856,740	26,262,162	47,165,330	57,328,383
Depreciation	18,442,042	18,020,102	7,779,313	7,625,041	3,681,791	3,605,213	6,980,938	6,789,848
Retirements	*47,940	41,455	*6,761	*48,446	*20,296	*4,280	*20,883	94,181
Deferred maintenance and major repairs	*306,101	*46,545	*3,410	*7,119	*85,083	.....	*217,608	*39,426
Amortization of defense projects	896,867	17,974,232	380,772	6,145,743	138,411	4,317,362	377,684	7,511,127
Equalization	*381,470	*316,171	29,033	10,996	*308,386	*334,225	*102,117	7,058
All other	103,449,056	103,717,954	43,851,437	42,074,267	19,450,303	18,678,092	40,147,316	42,965,595
Traffic	13,917,393	11,940,264	5,176,302	4,319,566	2,527,719	2,153,490	6,213,372	5,467,208
Transportation—Rail line	274,270,727	253,443,602	119,750,450	108,465,241	47,374,380	41,793,220	107,145,897	103,185,141
Transportation—Water line	.....	10	.....	.....	.....	.....	.....	10
Miscellaneous operations	11,763,208	10,361,375	4,248,765	3,739,271	1,337,868	1,607,782	6,176,575	5,014,322
General	19,530,335	17,182,899	7,694,783	7,143,370	3,726,764	3,310,346	8,108,788	6,729,183
Railway operating expenses	542,164,291	548,813,149	226,899,248	220,681,443	97,120,701	95,469,772	218,144,342	232,661,934
Net revenue from railway operations	131,875,814	246,885,315	45,822,757	72,675,867	24,796,185	41,650,425	61,256,872	132,559,023
Railway tax accruals	55,091,602	131,538,701	18,325,342	31,602,822	12,666,279	24,865,585	24,099,981	75,070,294
Pay-roll taxes	21,690,410	19,942,061	9,098,633	8,140,700	3,941,409	3,403,326	8,650,368	8,398,035
Federal income taxes	12,057,144	87,076,332	393,090	13,736,429	4,707,174	16,700,418	6,956,880	56,639,485
All other taxes	21,344,048	24,520,308	8,833,619	9,725,693	4,017,696	4,761,841	8,492,733	10,032,774
Railway Operating income	76,784,212	115,346,614	27,497,415	41,073,045	12,129,906	16,784,840	37,156,891	57,488,729
Equipment rents—Dr. balance	10,536,912	12,832,138	4,783,757	3,985,573	*556,361	*262,489	6,309,516	9,109,054
Joint facility rent—Dr. balance	3,440,895	3,738,826	1,802,221	1,997,389	342,852	410,556	1,295,822	1,330,881
Net railway operating income	62,806,405	98,775,650	20,911,437	35,090,083	12,343,415	16,636,773	29,551,553	47,048,794
Ratio of expenses to revenues (per cent)	80.4	69.0	83.2	75.2	79.7	69.6	78.1	63.7

FOR SEVEN MONTHS ENDED WITH JULY, 1946 AND 1945

Miles of road operated at close of month	227,756	228,289	55,931	56,007	43,285	43,331	128,540	128,951
Revenues:								
Freight	$3,141,194,528	$4,137,362,498	$1,192,672,716	$1,528,388,247	$637,775,208	$785,627,290	$1,310,746,604	$1,823,346,961
Passenger	784,121,673	969,785,097	350,444,661	399,715,051	129,462,014	186,434,939	304,214,998	383,636,107
Mail	72,276,622	73,487,858	25,564,448	24,803,980	12,512,510	12,929,154	34,199,664	35,754,724
Express	50,214,845	94,369,777	3,480,542	27,696,942	8,084,892	13,657,827	38,649,411	53,015,008
All other operating revenues	203,540,099	218,014,892	94,612,993	95,776,096	26,884,991	30,199,861	82,042,115	92,038,935
Railway operating revenues	†4,251,347,767	†5,493,021,122	1,666,775,360	2,076,380,316	814,719,615	1,028,849,071	1,769,852,792	2,387,791,735
Expenses:								
Maintenance of way and structures	666,258,050	742,913,256	239,190,493	268,576,596	136,567,969	132,746,597	290,499,588	341,590,063
Depreciation	70,085,371	68,175,377	30,394,231	29,849,575	11,304,279	10,915,385	28,386,861	27,410,417
Retirements	4,308,533	5,793,625	918,852	1,075,853	608,408	848,476	2,781,273	3,869,296
Deferred maintenance	*2,983,446	*2,502,762	*675,291	*737,172	318,787	.....	*2,626,942	*1,765,590
Amortization of defense projects	189,713	15,234,443	86,082	4,558,458	65,622	2,612,300	38,009	8,063,685
Equalization	12,856,941	15,343,985	6,401,535	6,432,234	3,343,185	5,562,591	3,112,221	3,349,160
All other	581,800,938	640,868,588	202,065,084	227,397,648	120,927,688	112,807,845	258,808,166	300,663,095
Maintenance of equipment	844,510,694	962,054,411	356,563,147	391,093,061	154,855,043	183,777,164	333,092,504	387,184,186
Depreciation	128,854,952	125,393,523	54,390,293	52,912,818	25,735,712	25,106,748	48,728,947	47,373,957
Retirements	*256,903	*56,033	*90,197	*64,882	*81,815	*55,088	*84,891	63,937
Deferred maintenance and major repairs	*2,039,949	*952,740	*172,728	*17,831	*166,784	.....	*1,700,387	*934,909
Amortization of defense projects	4,682,934	122,789,857	2,036,801	41,119,527	664,468	29,736,909	1,981,665	51,933,421
Equalization	1,172,821	290,380	11,497	*3,789	1,088,670	141,002	72,654	153,167
All other	712,096,839	714,589,424	300,387,531	297,147,218	127,614,792	128,847,593	284,094,516	288,594,613
Traffic	95,587,956	82,595,105	34,876,419	29,629,614	17,875,658	15,518,072	42,835,879	37,447,419
Transportation—Rail line	1,811,829,002	1,767,187,236	789,819,291	783,509,883	316,560,688	298,720,423	705,449,023	684,956,930
Transportation—Water line	.....	1,219	.....	.....	.....	.....	.....	1,219
Miscellaneous operations	73,021,896	68,325,316	28,290,323	25,020,110	10,022,937	10,694,482	34,708,636	32,610,724
General	136,282,037	120,260,632	54,281,743	48,631,253	26,820,341	23,208,399	55,179,953	48,420,980
Railway operating expenses	3,627,489,635	3,743,337,175	1,503,021,416	1,546,460,517	662,702,636	664,665,137	1,461,765,583	1,532,211,521
Net revenue from railway operations	623,858,132	1,749,683,947	163,753,944	529,919,799	152,016,979	364,183,934	308,087,209	855,580,214
Railway tax accruals	322,715,705	993,293,642	106,521,630	241,355,527	81,351,046	229,351,042	134,843,029	522,587,073
Pay-roll taxes	146,757,186	135,831,777	60,932,186	56,629,929	26,664,220	23,514,531	59,160,780	55,687,317
Federal income taxes	24,715,200	680,264,035	*15,845,151	109,346,286	24,481,192	170,676,172	16,079,159	400,241,577
All other taxes	151,243,319	177,197,830	61,434,595	75,379,312	30,205,634	35,160,339	59,603,090	66,658,179
Railway operating income	301,142,427	756,390,305	57,232,314	288,564,272	70,665,933	134,832,892	173,244,180	332,993,141
Equipment rents—Dr. balance	62,626,957	84,723,506	27,857,042	40,170,856	*1,538,647	551,476	36,308,562	44,001,174
Joint facility rent—Dr. balance	22,721,380	24,331,285	11,726,621	12,199,662	2,714,437	2,653,914	8,280,322	9,477,709
Net railway operating income	215,794,090	647,335,514	17,648,651	236,193,754	69,490,143	131,627,502	128,655,296	279,514,258
Ratio of expenses to revenues (per cent)	85.3	68.1	90.2	74.5	81.3	64.6	82.6	64.2

* Decrease, deficit, or other reverse item.

† Railway operating revenues are after deduction of $1,868,363 for the seven months ended with July 1946 and $24,718,194 for the seven months ended with July 1945 to create a reserve for land grant deductions in dispute.

Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

Meeting Steel Requirements

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There are many requirements that we cannot handle today, but it is often surprising what can be done with the close cooperation of your nearby Ryerson plant. If needed steel is out of stock the Ryerson salesman will sometimes be able to suggest a practical alternate steel, or he may know a way in which flame cutting, forming or welding can serve to provide a workable substitute.

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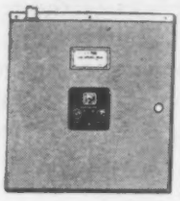
RYERSON STEEL

To the Rescue of Railways

There's every reason to expect that national fire losses will increase this year. But foresighted railroad men realize that expanded modern fire protection for repair shops, rolling stock and many varied hazards is a must.



Consider, for example, how serious and costly a fire can be in a speeding diesel locomotive. Due to the high speed, wind conditions are greatly increased, thus the fire spreads quickly, destroying valuable equipment. C-O-Two engineers have solved this problem by providing two-fold protection—quick detection of fires over trucks, around engines, in battery compartments—and fast extinguishment.

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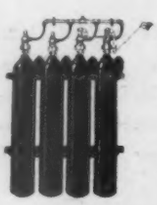

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Current Publications

Books

British Locomotive Types, compiled by the Railway Gazette from official drawings supplied by the chief mechanical engineers of the four main-line railways and by the Ministry of Supply. Sixth edition, 140 pages. Published by the Railway Publishing Co., Ltd., 33 Tothill St., Westminster, London, S. W. 1, England. Price, eight shillings.

A collection of locomotive drawings giving the principal dimensions and other particulars of locomotives belonging to the main-line railways of Great Britain.

"Westward the Course of Empire . . .": The Story of the Pony Express, Forerunner of the Burlington Zephyrs, by Gene Morgan. 57 pages, illustrations. Published by the Burlington Lines, 547 W. Jackson Boulevard, Chicago 6, Ill. Free.

A brief history of the Pony Express, told in colorful style, and containing a number of drawings in color.

Trade Publications

Plant and Equipment for Sanding "Diesel" Locomotives. 6 pages. Published by the Ross & White Co., Daily News Building, Chicago 6. Free.

This folder (No. 61) describes the new sand storage and delivery equipment made by this company for use in servicing Diesel-electric locomotives. Also included are a list of accessories for use with the sanding plants, and photographs of two recently-completed locomotive coaling plants built by the company.

People Look for Lockers First. 32 pages. Published by the American Locker Company, 211 Congress St., Boston 10, Mass. Free.

An attractive booklet, well illustrated, in which the advantages of the self-service checking system are discussed. Suggestions are made as to the proper location of lockers in railroad stations and other public buildings, and charts are included which show the relationship of revenue obtained from lockers to those from parcel-room checking.

American. 28 pages. Published by the American Hoist & Derrick Co., St. Paul 1, Minn. Free.

A well-illustrated general catalog, attractively printed in color, of the products manufactured by this company. Of particular interest to the railway field are the sections dealing with wire rope clips, blocks and sheaves, car pullers, locomotive cranes, ditchers and pile drivers.

"Blackhall" Bus and Car Washer, 20 pages. Published by Ross & White Co., Daily News Building, Chicago 6. Free.

This illustrated bulletin (No. 60) contains complete information and specifications covering the machines produced by this company for washing railroad passenger cars, buses, and trackless trolleys, and discusses briefly the economies of car washing by mechanical means as compared with hand methods.

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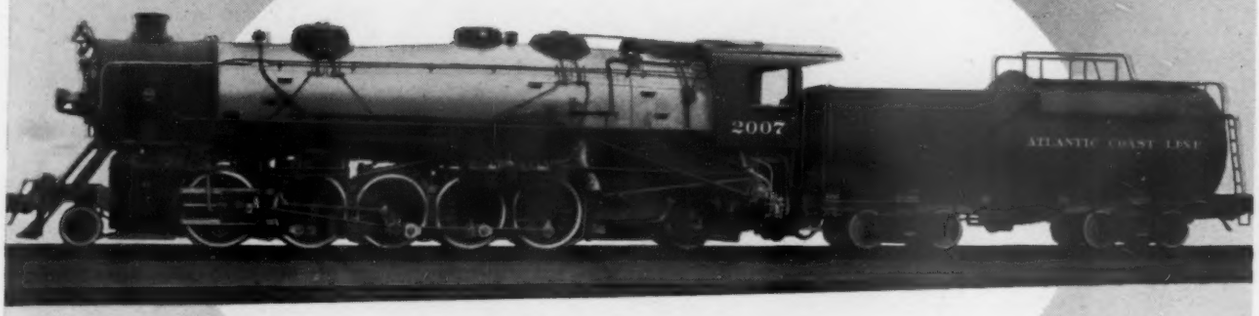
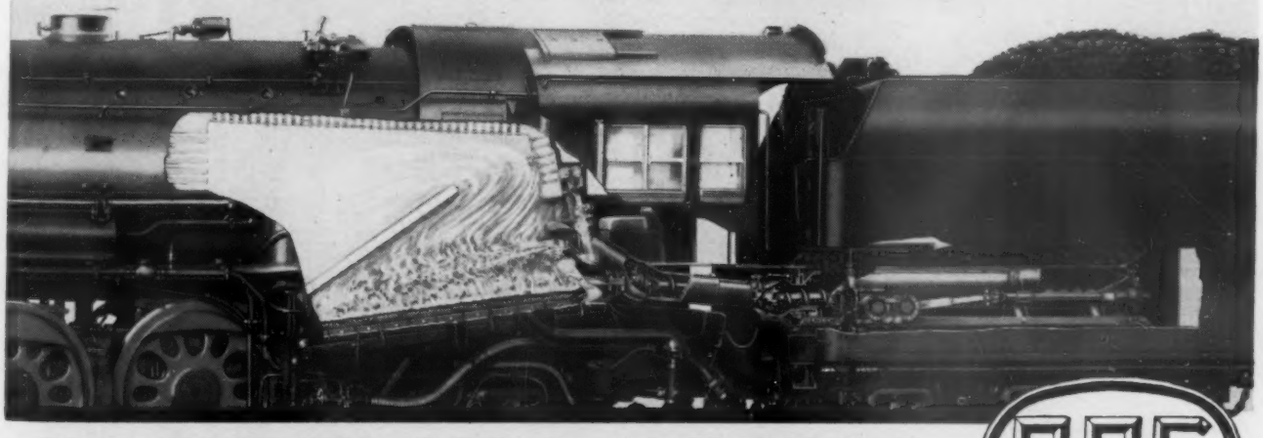


20 Heavy Duty Atlantic Coast Line 2-10-2's Now Equipped with Standard HT Stokers

MANY class I railroads are replacing the stoker equipment on existing coal burning steam locomotives with modern Standard Stokers; others have such a program scheduled. Several of the important advantages to be gained are: *Better Combustion Efficiency* - - by maintaining desirable firebox conditions . . . . *Firing Capacity* - - always adequate to develop maximum tractive effort under all service conditions . . . . *Simplicity* - - resulting in subsequent savings in maintenance.

METHOD OF FIRING WITH A STANDARD HT STOKER



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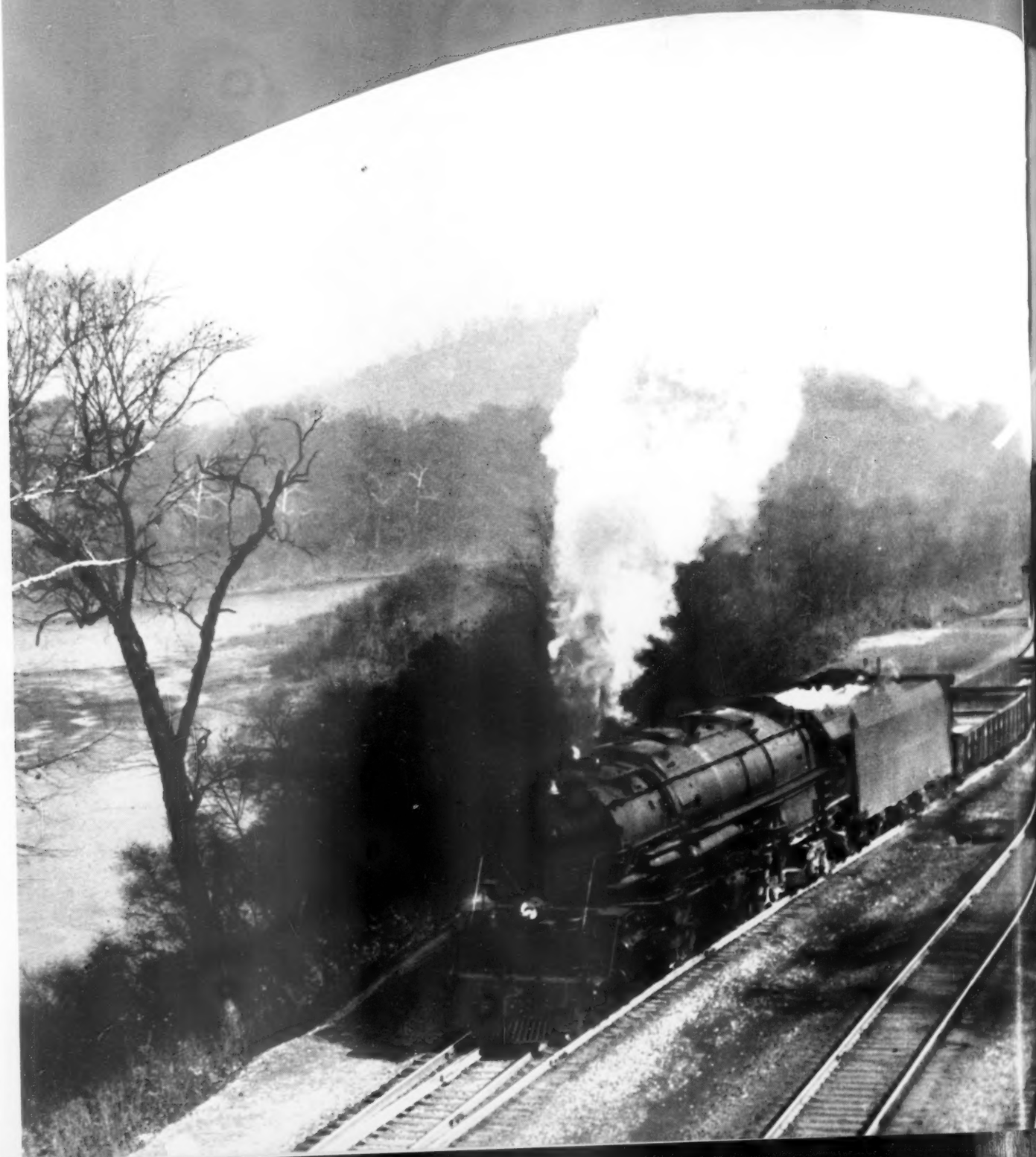

t on the

B&O

The Baltimore & Ohio Railroad received 30 Baldwin 2-8-8-4 type, single-expansion locomotives (class EM-1) in 1944 and 1945. These locomotives were designed for both freight and passenger service on the west end of the Cumberland Division, which includes the famous "Seventeen Mile" grade averaging 2.18%.

Although heavy articulated locomotives had been used on these grades for many years, the superior power of the EM-1 locomotives permitted an increase of 150 to 200 tons per train in freight service. Their use made possible the consolidation of certain trains, thus benefitting both the railroad and the shipping public.

In passenger service, a single EM-1 locomotive can handle an 18-car train which formerly required the combined power of a Mikado, a Pacific and a Santa Fe type locomotive.

The EM-1 locomotives are making approximately 4000 miles per month, as compared with 2700 miles per month for the older articulated locomotives. Not one of the EM-1 locomotives has yet been in the Back Shop for classified repairs, and it is confidently expected that the new locomotives will show a much lower cost of repairs per mile than that recorded for other classes of articulated locomotives on the Baltimore & Ohio.

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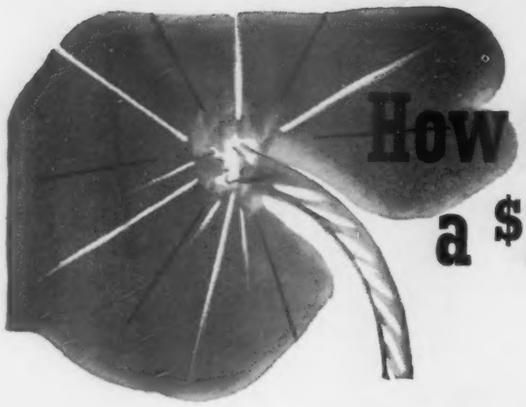

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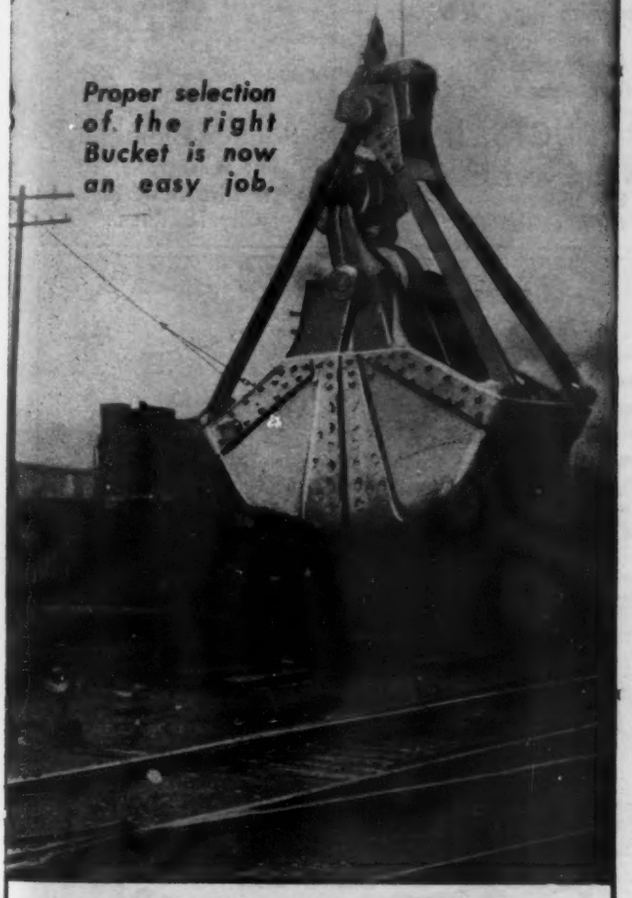

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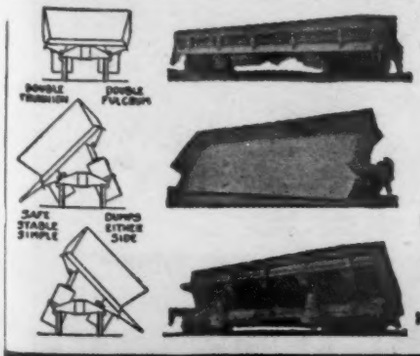

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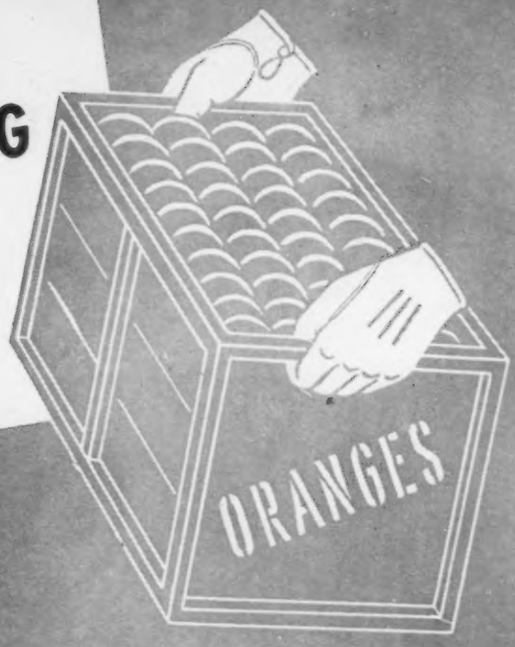

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